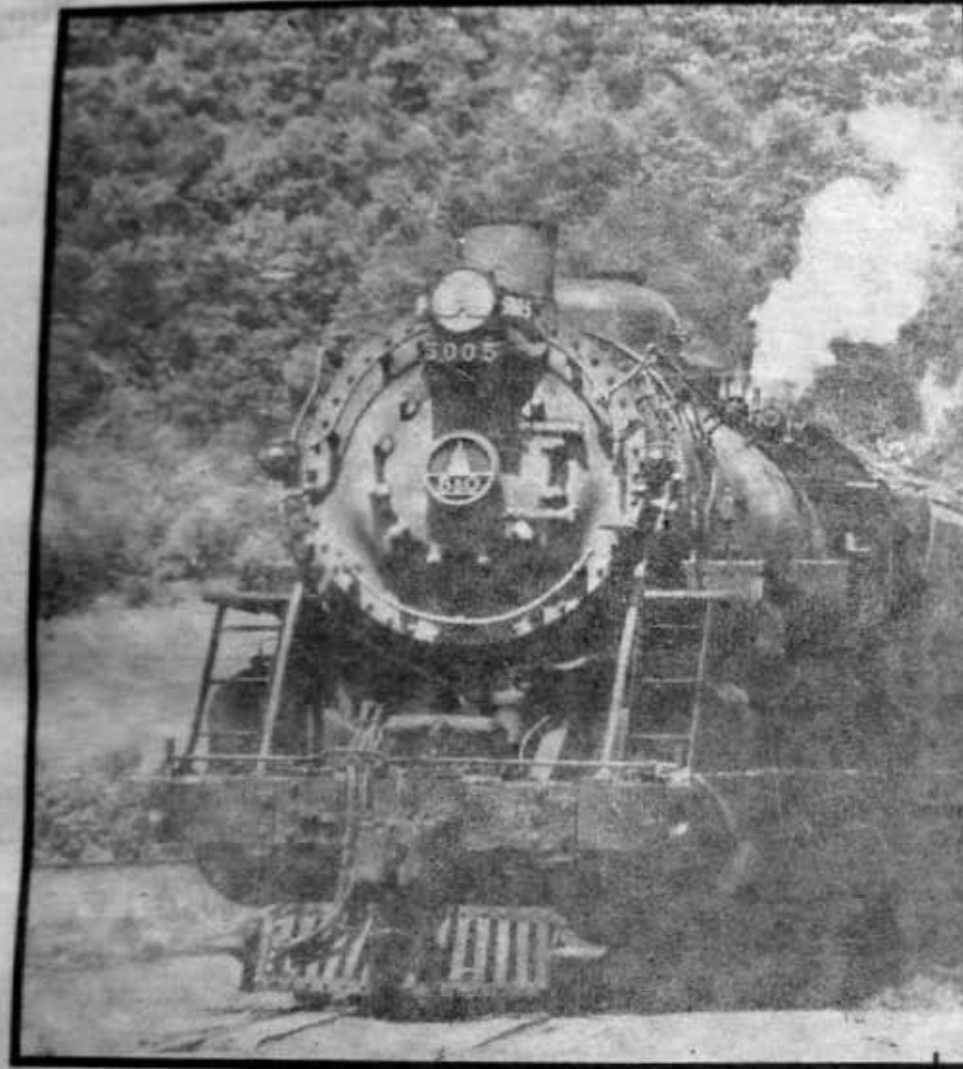
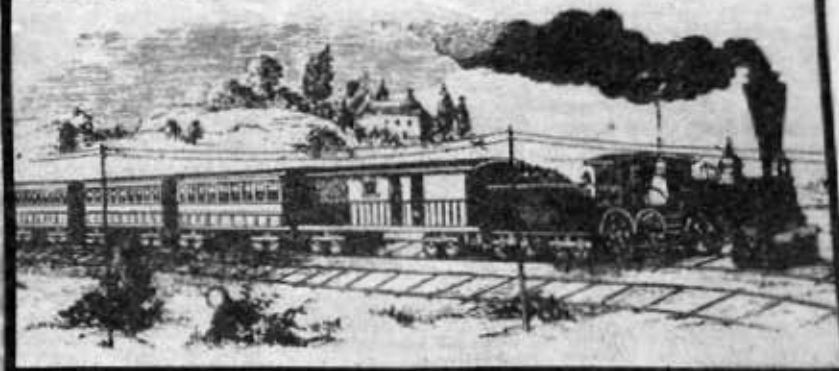


Early Passenger Train Service



—Cass Scenic Railroad Memory—

by Sheriff Given

Pop Good, Leonard

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Pardee & Curtin Lumber Company

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yellow and red pine used by

of the olden days of logging. Also

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many more steam railroad engineers of Monrovia Lumber Company of Cass could almost tell you the

Rod engines, belonging to logging companies located throughout WV. The Cherry River Boom and

For \$1.00 you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Roebuck catalog contains.

INSIDE THIS ISSUE

The Cass Scenic Railroad	Page 2
Cass Railroad Dinner Train ...	Page 3
The Cass Railroad Rates	Page 3
Cherry River Boom And Lumber Company	Page 4
Pardee And Curtin Lumber Company	Page 5
Paul G. Thayer	Page 8
Asking Politicians To Consider Youth and C.C.C.'s	Page 9
The Coldest and Highest	Page 11
A Trip To Bald Knob	Page 11
South Branch Valley of WV ..	Page 12
What A Ride	Page 13
The Country Store	Page 15

Gauley, the Campbells of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster Springs. The WV Midland Railroad out of Webster Springs with George Jackson as depot agent, Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,

The West Virginia Midland Railroad

May 6, 1965

For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensable mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train finally

engineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house.

The steam locomotive, the high wheel, high speed steam passenger engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and

pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north 1/2 mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn

pistons throb, the gears grind, the wheels grab the trucks, and it was to Clarksburg, Richwood, Holly Junction or Webster Springs. Seventy-five years ago, this sort of scene was commonplace, steam engines were everywhere, passenger trains, log trains, coal trains, branch lines, on schedule, carrying Kansas wheat, coal, lumber and excursions to ball games, world fairs, inaugurations of presidents, governors, state and other events. So, Cass Scenic Railroad still carries sounds, scents and sights of steam powered transportation which has yielded to airports and super highways. Cass revives memories of steam railroad transportation.

The history of the Cass Railroad is tightly entwined, with local paper and lumber industries. A century ago, massive stands

Company of Covington, Virginia (Westvaco) also birch, oak, beech and number of oaks covered Cheat Mountain. A standard gauge railroad to Leatherback Creek, and over Cheat Mountain to Shavers Fork, complete with the present two switchbacks to achieve 1,600 feet elevation gain, a rail connection between Dr. Coffey's town of old spruce and new spruce, and Cass.

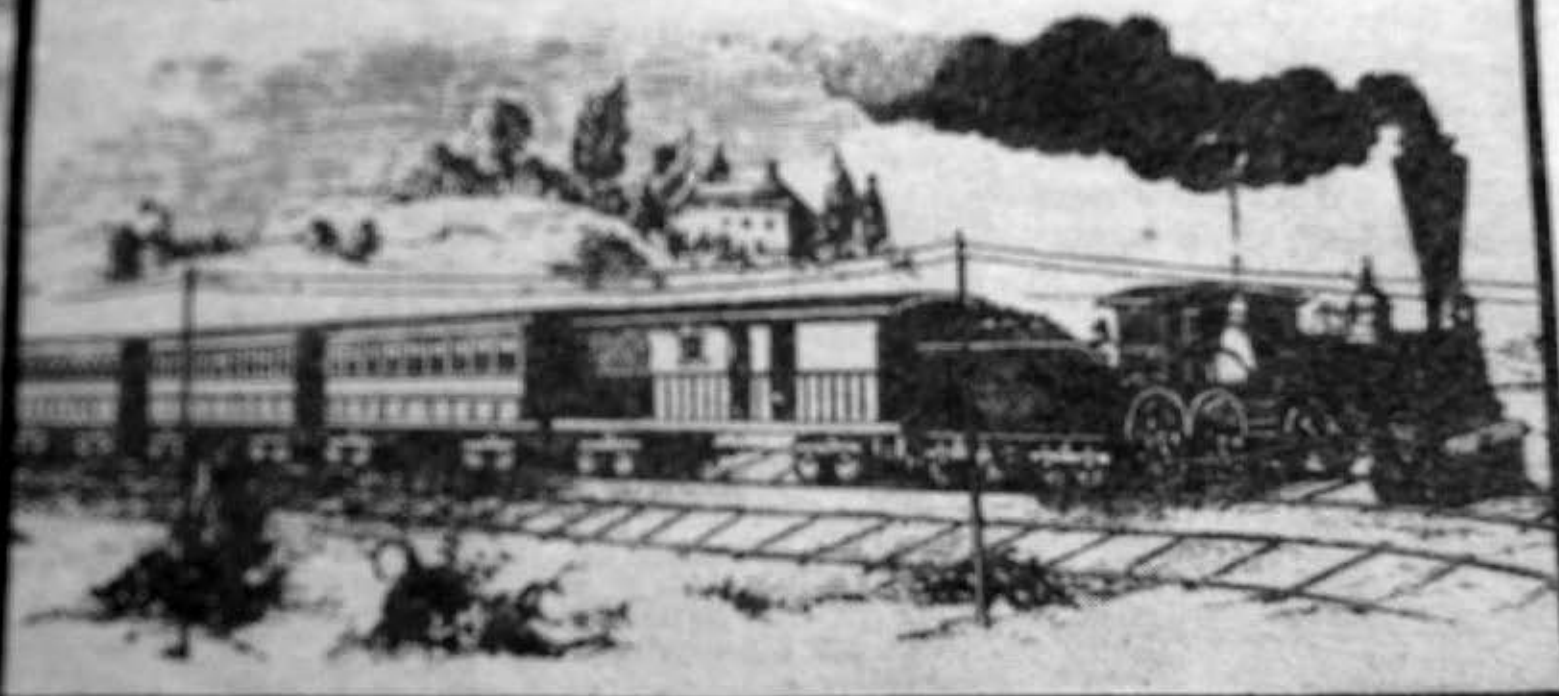
Spruce, the coldest and the highest town (3,853 feet) in the eastern U.S. in 1909, 36 million board feet of lumber went through the big band sawmill of Spruce and 40 railroad cars of peeled pulpwood, left Cass for the paper mill in Covington, Virginia and the paper mills of the eastern U.S.

As the timber supply
Continued On Page 3

south on 4 and 19, McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railroad Special

Newspaper. Take State Route #15, 1/2 mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking
Continued On Page 14

Early Passenger Train Service



The Cass (West Virginia) Scenic Railroad

January 8, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Seedcorn in Your Eyes," and soon another "Of Men and Mighty Mountains". At the present he is semi-retired and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

The year 1902 West Virginia Pulp and Paper bought one-quarter of a million acres of virgin timber and began immediately to mow down nature's outdoor splendor. They first set up a portable mill to saw out the necessary lumber for the construction of a double band mill and on peak days both sides and a double 10-hour shift would saw 250 td., feet and required 3,000 men to operate, including 12 Shay engines, and several miles of track, steam log loaders, big shops, company store

where you could buy anything from a tooth pick to a piece for Shay engine, a good school, church, and in the winter time, ice skating on the mill pond. The big attraction was the daily passenger train and who the strangers might be at the company boarding house.

Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \$10 per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11-per cent grade, run daily by Shay No. 12, 190-ton, considered the biggest Shay engine in the world, capacity 13

log cars per trip with a seven-man crew, engineer, fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. Three of those engines are still in operation today—Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.

Although the Cass Scenic Railroad is only four miles long, the steel remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to two camps and call them

Camp No. 5 or No. 29; build them Jenny Lynn type, stripped with creosote (coal tar process) to preserve the wood and dilute the bedbugs and graybacks, use roll roofing with a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30-foot-long table with gallon buckets of molasses, honey, jellies, real buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal, build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them), grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, staggered pants, John Ritchie green and black or red and black checkered shirts, suspenders, a log dump

with real logs about one-half mile from camp close to the railroad. You must have a siding with the original log cars—some loaded—some half loaded, to make it look real as the train pulls up to Camp No. 5 or 29. Have the wood hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15-minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the government and is now part of the National Forest. West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is

still in use today.

The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge. In dispute for years, finally settled, and is now a part of the National Forest located just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its best.

Cass, like Tioga, Diana, Bergoo, Holly Junction, Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W.W. Barron, and now Governor Smith, is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad tully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. It must be original and something worthy to attract the tourist dollar.

Welcome to

Pocahontas County and it's Many Attractions...

The Cass (West Virginia) Scenic Railroad

January 6, 1959

I am most grateful to Mr. Warren E. Blackhurst, lifetime resident of Cass and teacher of English and Latin in Green Bank High School for the past 32 years, also author of "Riders of the Flood," "Sawdust in Your Eyes," and soon another "Of Men and Mighty Mountain". At the present he is semi-retired, and his the announcer on the Cass Scenic Railroad and operates a wildlife museum which has quite a selection. Although I create my own story, it would have been impossible without the help of Mr. Blackhurst and the good people of Cass.

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Welcome to

Pocahontas County and it's Many Attractions

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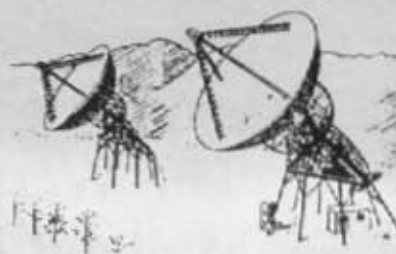
LOCUST CREEK BRIDGE



FALLS OF HILLS CREEK



PEARL S. BUCK BIRTHPLACE MUSEUM



NATIONAL RADIO ASTRONOMY
OBSERVATORY



POCAHONTAS COUNTY
HISTORICAL MUSEUM

For a FREE
information pack
on attractions,
recreation, and
much more call or
write:


pocahontas county tourism commission

P.O. Box 275 • Marlinton, WV 24954
1-800-336-7009

NAME _____

ADDRESS _____ CITY _____

STATE _____ ZIP _____ PHONE () _____

Cass Scenic Railroad Memory

Continued From Page 1
 dwindled, so did the steam railroad log engines and trains, and eventually the town was sold by Westvaco to Mower Lumber Company in 1942. The sawmill worked on shift per day through the 1940s and 50s and eventually ceased operations in 1960. The town of Cass and the steam logging railroad town seemed doomed. The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Montgomery for about \$50,000 and Cass shops, engines, were being dismantled for junk and the town suffered massive unemployment.

Mr. Jim Comstock, "Hillbilly" of Richwood, along with two pals, J.C. Cruikshanks, an Ivydale merchant, turned politician, along with the help of the WV Legislature, bought out the Midwest Junk Yard, Cass Railroad assets for \$125,000 on a \$75,000 margin of profit. I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad engines #1, 5, 7, the shops and 12 1/2 miles of steam railroad up Cheat Mountain, through Old Spruce to Bald Knob. It was a real steal and the greatest and best buy West Virginia

ever made. I personally, and the public must thank "Hillbilly" Jim Comstock and Mr. J.C. Cruikshanks and Dr. Bernard Poindexter, a member of the legislature from Cabell County, and a local Huntington dentist. The people who did the job to save the great WV tourist attraction, the Cass Scenic Railroad, were these men.

By 1963, the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Mountain to Whittaker Station. Five years later with 3/4 million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade, Webster County, (D.P. Sheriff Given, Hercy F. Given, and Ralph K. Given, dba Given Construction Company), the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass, 12 1/2 miles up Cheat Mountain, to Bald Knob.

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton #1 engine in 1961, with "Pop Good" at the throttle, loaded with politicians Wally Barron, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

purchase from Midwest Junk Yard. The #1 Mower Lumber Company railroad engine was later painted, stripped and relegated and traded to the Western-Maryland Railroad Museum in Baltimore for the biggest Shay in the world; the #6 190 ton Western-Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Company Railroad down Cheat Mountain, through both switchbacks and transferred to the mainline railroad from Durbin to Ronceverte, and re-routed to Covington, VA, which was used in the pulp and paper mills in Covington. The famous #6 Shay was used for two years as an excursion run from Cass to Durbin. The #6 was tried on Cheat Mountain but it was too big and couldn't work properly on the steep curves and was continually causing track problems. A fellow by the name of Sommerville, the railroad track foreman for Mower Lumber Company for years, had informed the shop people, Pop Good, Leonard Long, and all of Cass Railroad engineers, that the #6 would not work in the switchbacks and steep grades on the real Cheat Mountain.

The floods of 1985 destroyed the railroad

between Cass and Durbin. The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Western-Maryland railroad from Elkins to Parsons, Thomas and Davis. The politicians of WV never did have any long range planning. All the railroads in WV are potential scenic railroad attractions. The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV, and a business boom or rebirth of business for Webster County. The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden sidewalks and company houses. Cass is a real tourist attraction with houses to rent. It is no longer merely a fast railroad ride. It is a complete stopover. A wildlife museum, nine modernized company houses for rent furnished with everything but food, and can accommodate eight people.

The Cass Showcase, a 10x40 scale model of the town (complete with scale trains) as it appeared in its heyday, with a 20-minute slide narration what time has taken away from Cass, the Showcase has returned. Shay engines, and the #5 Hysler, cruising speed

about 11 mph, are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an 11% grade, 11 feet for each 100 feet—a grade of 2% is standard for a trip on the Railroad, a museum, the railroad cinders, the on top of Cheat the sweater will be a great future.

Cass Scenic Railroad Dinner Train Schedule

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional music. Prices for these

Whittaker Station	Children
Bald Knob	Ticket includes admission
	Minimum
Whittaker Station	No group rates
Bald Knob	

fourth round of their championship fight at season, farmers could be seen plowing, planting or harvesting from spring

SPECIAL SA
 NIGHT TRA

Midland Railroad

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standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot—it will be a great memory for the future.

Cass Scenic Railroad Dinner Train Set

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10, and will be offered June 17, July 1, 15 and 29, August 5 and 19, and September 2.

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outings are \$22 for adults and \$15 for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL-WVA.

FARES

Whittaker Station	Adult \$8.00; Child \$4.00
Bald Knob	Adult \$11.00; Child \$5.00

Children under 6 free

Ticket includes admission to Cass Showcase, Wildlife

Come along with us
Minimum 15 Persons

Whittaker Station	Adult \$7.00; Child \$3.50
Bald Knob	Adult \$10.00; Child \$4.50

No group rates on weekends

SPECIAL SATURDAY
DINNER TRAIN RIDES

...with the 90-ton #1 engine in 1961, with Pop Gibson, the engineer, and all of the switchbacks and steep grades on the real Cheat Mountain.

The floods of 1985 destroyed the railroad

Wally Burton, the Governor, Jim Comstock, J.C. Cruikshanks, and a number of legislators, about a week before the

fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on July 5, 1919 on their return to Sutton.

season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.

CALL 1-800-...
FARES
 Whittaker Station Adult \$6.00, Child \$4.00
 Bald Knob Adult \$10.00, Child \$4.50
 TRAIL HISTORY MUSEUM BY THE OLD WESTERN MUSEUM, Historical Museum.
GROUP RATES
 Minimum 15 Persons
 Whittaker Station Adult \$7.00; Child \$3.50
 Bald Knob Adult \$10.00; Child \$4.50
 No group rates on weekends
SPECIAL SATURDAY NIGHT TRAIN RIDES
 Includes:
 West Virginia Barbecue
 Live Entertainment
 Train Ride
 June 10 and 17
 July 1, 15 and 29
 August 5 and 19
 September 2
****BY RESERVATIONS ONLY****
 Adult \$22.00
 Child \$15.00
SPECIAL TRAINS
 SENIOR TRAIN - September 9 \$13.00
 HALLOWEEN TRAIN - October 28
 Adults \$10; Children \$5.00

Midland Railroad

Continued From Page 1

The West Virginia Midland Railroad went into operation for passenger service in 1908; the first Depot Agent in Webster Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV.

The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a three-story all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive—a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as lover's lane.

The famed steam chug

buggy left our town of Addison at 7:20 a.m. for the 31-mile journey and connected with the B&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the

fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on July 5, 1919 on their return to Sutton.

Mr. Jackson, the Depot Agent who got \$100 per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62-mile round trip, Mr. Gumm got the full amount of \$2.25.

Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the

season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attraction.



The Old Cherry River Boom And Lumber Company

April 21, 1965

How does one bring back memories of logging days when power saws were unknown, when woodhicks "Shot George" a form of snuff sold by dope peddlers which made the hicks unusually happy when 25 or 30 hicks would scatter the George on a big poplar stump and sniff the George until they all became as happy as larks; when the Shay engine was king; when overhead skidders were tops in logging; when men pulled the cross cut for 10 hours and flexed their muscles and sprayed their beds with kerosene (lamp oil) to keep the bedbugs from thriving on their surplus blood; where food was considered tops in evaluating whether they would go to work at log camp No. 29 or 53. Yes, memories such as these are cherished by few today. My comments for this story were gathered from a local



Webster County man, Mr. George Gumm, a proud retired railroad engineer who dearly loved the old shays and rods and at one time or another during his long career as an engineer had command of the throttle of about every engine on the Cherry River Line from 1906 to retirement in 1954.

When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10, 11, and 12 (cost about \$4,000 each), and all used to gather and haul logs loaded with Barnhart Steam Loaders, considered tops at that time. They had in use at that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars—they traveled over South Fork of Cherry, North Bend, Little Laurel, up Hills Creek to Kenison Mountain, to Cranberry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the shays. The

Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75-M board feet daily. All the engines mentioned above were standard gauge—the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five working weeks.

The different forks of Cherry, Cranberry and Dogway covered with virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses thrown in log dumps still

survive and a few train wrecks are still vivid. Elbie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one load of steel and the engine flew up with wheels springing forward, went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run $\frac{3}{4}$ mile, wrecked and killed Frasier Adams, engineer Joe Taylor, conductor, Russell Berry, brakeman.

One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.

During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming 24-M feet of lgs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams and Gauley Rivers. During the early 20's new names

and new ways were being developed and the steam shovel, the great earth mover, was making great strides and the days of making railroad grades by hand would soon disappear. New names—Jim

Sarrani, Lew Lombard and Dick Palmer—had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of 6x6 wood—the two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom & Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmer had seen progress move on. Appearing on the scene were new names—Billy Hawks, trainmaster; Joe Greer, assistant; Webb Hollifield, woods superintendent; Patty O'Brien and

in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him—so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you cheat him today?"

Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15, 18, and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills, although George Gumm, on one occasion pulled 63 from Three Forks to Gauley Mills. During the 30's Three Forks had grown to quite a town, a three-room school, church, big store and about 75 houses, boarding house, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

Continued On Page 5

Stables

● Pool

● Tennis

Year 'Round Enjoyment

Skiing ●

Fishing ●

The Pardee And Curtin Lumber Company Railroad

January 26, 1967

This story is intended to cover the operation of the Pardee Curtin Lumber Company. To properly do this, one must tell of the first lumbering operations in Webster County, carried on by Smith and

Oilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree.

General Curtin also

began operations in Webster County at an early date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel. This timber was floated down Elk to Sutton during Curtin's first major

operation from 1888 to approximately 1900.

It is not clear which of the major companies was the first to establish a mill in Webster County, however, the one at Gauley Mills was built 85 years ago by the Camden interests in

connection with the West Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company. The mill was operated by that concern until 1931. The mill, at its peak, cut 125,000 feet per day. Logs were hauled from Williams and Gauley Rivers, over its own private railroad, with terminals at Three Forks and Jerryville, WV.

Another mill of importance was built at Arcola 55 years ago, which cut more than 150 million feet of lumber during its operation. This mill was owned and operated by the Howard Lumber Company. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines and loaders.)

H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge White, H.B. Nichols, Stuck Hall, or Merchie

Hines, all still living.) I expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Stenmore, brakeman, hit a cow and the engine and five loads of logs landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.

Skyles, near the Braxton-Nicholas County line, was the site of a large mill with a capacity of 30,000 feet daily. A narrow gauge railroad connected with the B&O and old Pittsburgh Railroad at Erbacon. This was known as the Davis-Eakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is impossible. It changed hands frequently—from Brooks to Harmont, to Hall, to S.A. Morton.

Erbacon was the scene of lumbering by Henry Waggy and his son, William, the father and grandfather of Rafter-Full.

Continued On Page 6

Cherry River Boom And Lumber Company

Continued From Page 4
Gauley and Cherry Rivers moved lock, stock and barrel to Jerryville. Gauley Mills had faded away with the flood of 1932—their bridge was gone and the big steam engine had broken down about the same time, never to be repaired, mainly because the virgin forest was fast disappearing.

The year 1943, during World War II saw Charley Badgett go the way we shall go at the end of our allotted time. The B&O Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the spur to Donaldson was built. The old Cherry River line from Donaldson to Gauley Mills by way of Gauley River was discontinued. Jerryville, by 1950 was a booming community, although most of the

timber was gone, the change to coal had been made at that time. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene—Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal.

The old Cherry River Boom & Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines

and Barnhart loaders were either sold or yielded to the scrap pile.

George Gumm, in 1948, moved the big Shay, 100 tons, No. 17 from Richwood to Tusculusa, Alabama, where it was sold to Levin Mining Company. Mr. Gumm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.

When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Fork of Cherry, September 4, 1954. It was a steam

Erie, 4 yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Stratton, somewhere in the west; Arterier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.

DUTCH'S RESTAURANT

(First Restaurant on Rt. 15)

CLEAN

Pardee And Curtin Lumber Railroad

Continued From Page 5
Wagner, now living in Charleston, W.V. The elder Wagner logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging. Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, W.V., the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Taylor County to Sutton, Braxton County in 1886 with portable mills. About 1890 a flood erupted in Sutton, breaching a log dam on Elk River. The Curtin Company lost two million feet of logs. These logs were caught in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a band mill at Sutton. Curtin had their first band mill in Braxton County about 1890.

The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 cars before noon they still got a day. The loader man got \$3 a day, conductor \$2.50, tong hooker \$2.25, fireman \$1.75. Each man paid from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description.

Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley.

Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each

men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loader up in one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who peddled the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today.

The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning and

Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the original passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to build his conveyors for waste wide enough for crooked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there, Curtin moved to Leatherwood and in '33 and '34 crossed Leatherwood onto

to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945, mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, W.V. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging and, when possible, my family history. I have now

continue with a brief comment about the coal interest and production. The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of

coal production. The population has dropped from a high of approximately 1,800 to about 250 people. Coal production is still alive with Ike Lewis, a former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer, but I would estimate approximately 700 tons per day.

Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store

Pardee And Curtin Lumber Railroad

Continued From Page 5
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The year 1900 saw Curtin move to Nicholas County with three band mills, located at Hominy Falls, Coal Siding, and Curtin. This operation was to last 28 years. This was a new era in narrow gauge railroad transportation. With the new operations came 12 railroad engines and several miles of track and stories that seem unrealistic today.

Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an important roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was

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The railroad, in Deep Well, near Summersville, was a busy place with Shay engines, black

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Flem Wilson, still living at Bergoo, was employed by General Curtin at Anglers Creek and he played an important roll down through Curtin history. The Nicholas operation ran with 10 Shay engines and No. 8 a Heisler, No. 6, a Climax. The No. 1 small Shay (25 tons) was used for laying or taking up steel. This made narrow gauge railroad history that would be hard to equal anywhere else in West Virginia.

Five loading crews, with an American Log Loader each, were required to load 24 cars for a day's work. Each car consisted of approximately 3,000 feet. The engineer received top wages of \$3 per day for 10

Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10-hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16-foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a legend of history, as the most cut in any one day during the Curtin operations in Nicholas County.

The railroad, in Deep Well, near Summersville, was a busy place with Shany engines, black smoke, and shrill whistles. Shay engines No. 3 and No. 9 were trying to put an American steam loader up a steep track in Deep Well Hollow. Engine No. 3, run by Jim Johnson and No. 9, run by Harry Butcher, Jack Zonhizer, conductor, Lewis Gregory, tong hooker, flew up with full steam ahead and came back down out of the hollow, upset both engines and the loader. All

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men realized the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in 36" gauge railroad building, gathered the engines and loader up in one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loads left the track and upset. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Levisay on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital

Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.

The last part of 1929 and early 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. 1 engine and Bill Skidmore, engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.

The Pardee Curtin Lumber Company bought the original passenger train and coaches and it was used for several years as a work train from Webster Springs to Bergoo.

The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929. "Mitchell," who was considered one of the best at that time, made but one mistake. He had

to meet the challenge to rebuild the mill. It was so well assessed under the guideline Corkin, that they normal cut the first in less than 120 days sides were running

The mill ran from 1929 to 1945, mainly timber on the Back Elk and Pointa Mountain. The mill finally closed in 1945 and the mill sold to Harrison Company of A. The old engines went to Midwest Steel of Charleston, engines were cut up and loaded at old Mine. It was incident day in the history of narrow gauge when Ross Royer 12, with the steel and other parts to Red Oak down to Bergoo, across to the old mill site parts were later. Thomas Lumber of Fenwick, County.

The No. 9 engine that remains from that narrow gauge is still in operation being used as an attraction in the Maryland.

The Curtin

most of food, long with two or three of meat, jellies, molasses, or just anything you Sleeping cond- were always poor. s and graybacks e using of lamp oil your bed necessary od night's sleep. winter evenings nt spinning tall very description. and others used e rounds to the ling clothing. te. Some have m to peddle i high powered make the hicks' wander to known as they in Richwood, y Front in ings, or Hell's d the saloon in Gauley. in the back the operation. A a mile daily Curtin to go and back, public, log all to and from the main line from the shore the railroad the old Shay steep hollow d the logs for As Curtin, all, and Coal band mills were y daily, each into the other. e cut for a 10- on 40,100 feet. y Mill holds all follow by the Nelson Larch

on Clark and John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety. The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the boys who published the "George" is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today. The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and approximately three years to do. The steel was pulled and the 10 Shays, the No. 8, Hoovers, and the No. 6 Climax were brought to the Curtin Mill site to make

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Hennings, John Cochran Lee Gadd, and the boys who pulled the "Curtin".

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A special B&O Railroad car was built with a narrow gauge track and the Shay engines were run on the B&O car for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Springs, to Bergoo, over the WVAM Railroad, was something to be talked about. Some of the engines stayed in Palmer as long as ten years. The fall of 1928 saw Flem Wilson and George King journey to Diana to get the No. 1 engine, the first to arrive in

and his conveyance for waste wide enough for cracked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.

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Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of

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Jerryville, and in '41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

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The mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corkin, who was formerly with Allis-Chalmers, as 76, from sunny California, and retired when he was called

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to meet the challenge and
rebuild the mill. The mill
was so well assembled
under the guidelines of Mr.
Corkin, that they had a
normal cut the first day and
in less than 120 days, both
sides were running.

The mill ran from 1942
to 1945, mainly from
timber on the Back Fork of
Elk and Pointa Mountain.
The mill finally closed in
1945 and the mill assets
sold to Harrison Lumber
Company of Arkansas.
The old engines were sold
to Midwest Steel and Junk
of Charleston, WV. The
engines were cut up and
loaded at old Red Oak
Mine. It was indeed a sad
day in the history of
narrow gauge railroads
when Ross Roy ran old No.
12, with the smokestack
and other parts gone, from
Red Oak down through
Bergoo, across the river to
the old mill site, where the
parts were later sold to Ely
Thomas Lumber Company
of Fenwick, Nicholas
County.

The No. 9 engine is all
that remains from a legend
of narrow gauge engines. It
is still in operation and
being used as a tourist
attraction in the state of
Maryland.

The Curtin story could
be written in book form
and would be worthy of
sale in any book store in the
United States. My main
reason was the history

coal production. The
population has dropped
from a high of approxima-
tely 1,800 to about 250
people. Coal production is
still alive with Ike Lewis, a
former football coach and
coal stripper, from
Pickens. How much
production he gets is
unknown to this writer,
but I would estimate
approximately 700 tons
per day.

Bergoo No. 4, from
1935 to 1959, was a rather
good mine with a lifetime
production of 6,498,554
tons. It was a thriving
mining town with 70
houses, company store,
school, church, and union
hall. The taxis out of
Webster Springs kept the
road hot bringing the
miners to town and back to
spend their money.

The No. 5 mine was only
in operation from 1945 to
1950, with a production of
501,780 tons.

Britton No. 1 from 1943
to 1943 never amounted to
a whole lot, 10,178 tons.

Britton No. 1, from
1943 to 1959, produced
3,664,585 tons, and was a
great service to the poor
people. The waste or bone
coal rejected by the washer
and dryer was used by
about all the people in
Webster County, at one
time or another. Large piles
of bone coal remain today.
It was used for fills, roads,
and was a great help to

Webster Springs. A Mr. Haw, who laid the steel for the West Virginia Midland Railroad, were on that gloomy day and shed a few tears the history of a narrow gauge passenger train was coming to an

Pardee Curtin Company bought the passenger train cars and it was used for years as a work shop from Webster to Bergoo.

At Bergoo was a millright, from by the name of Shell. He was in the business for more than two years.

He was in full operation by April 1929.

He was one of the best

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County, was on

The old engines were taken to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is still in operation and being used as a tourist attraction in the state of Maryland.

The Curtin story could be written in book form and would be worthy of sale in any book store in the United States. My main interest was the logging mill, shanty houses, and early history of the area. I will continue with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, on Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404

production of 6,498,554 tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced 3,664,585 tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a great help to the local economy.

the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his soul to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items and the

one of the best made but one he had been in the mills in the for hemlock and he failed to conveyors for enough for his own business. However, his was soon the mill at as on its to a lifetime or 190 million

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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954, produced a lifetime tonnage of 7,900,376 tons. The mining towns from 1930 to 1954 has made a complete change. The Parker Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the population now work for private industry or survive on pensions.

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Bolair No. 2, located on the old original Bean farm, produced from 1945 to 1947, 205,534 tons.

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The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

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Bergoo No. 3 or Leatherwood, which is considered Bergoo, had a lifetime production, from 1931 to 1947, of 2,697,772 tons. At one time, there was an estimated payroll of \$200,000 monthly from

every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \$2.00 per carton and sell them for \$1.50) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin--first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had

Continued On Page 11



Original Cans depot and mill yard.



Engine No. 4 approaches the Sun Field point area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



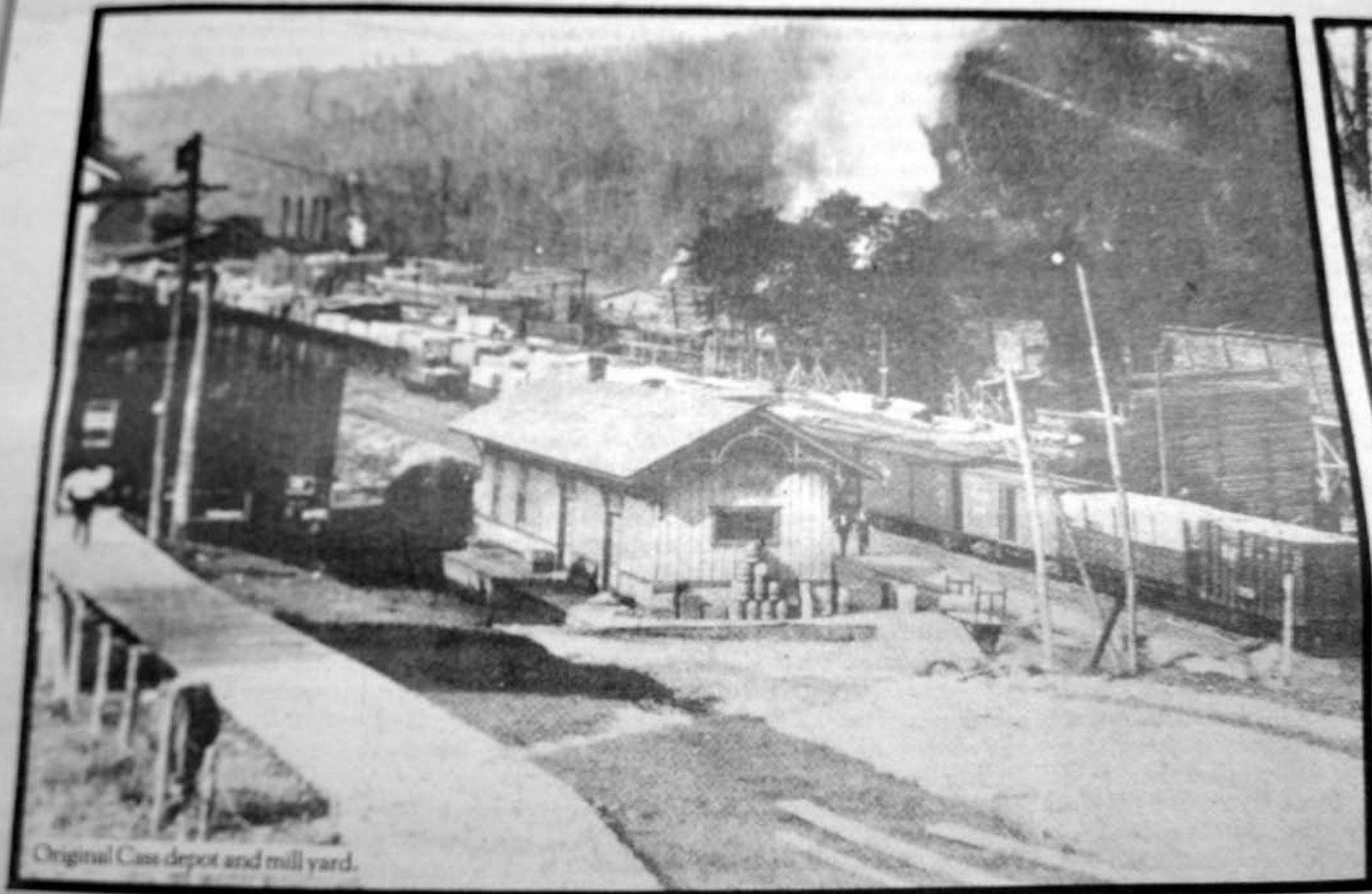
The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



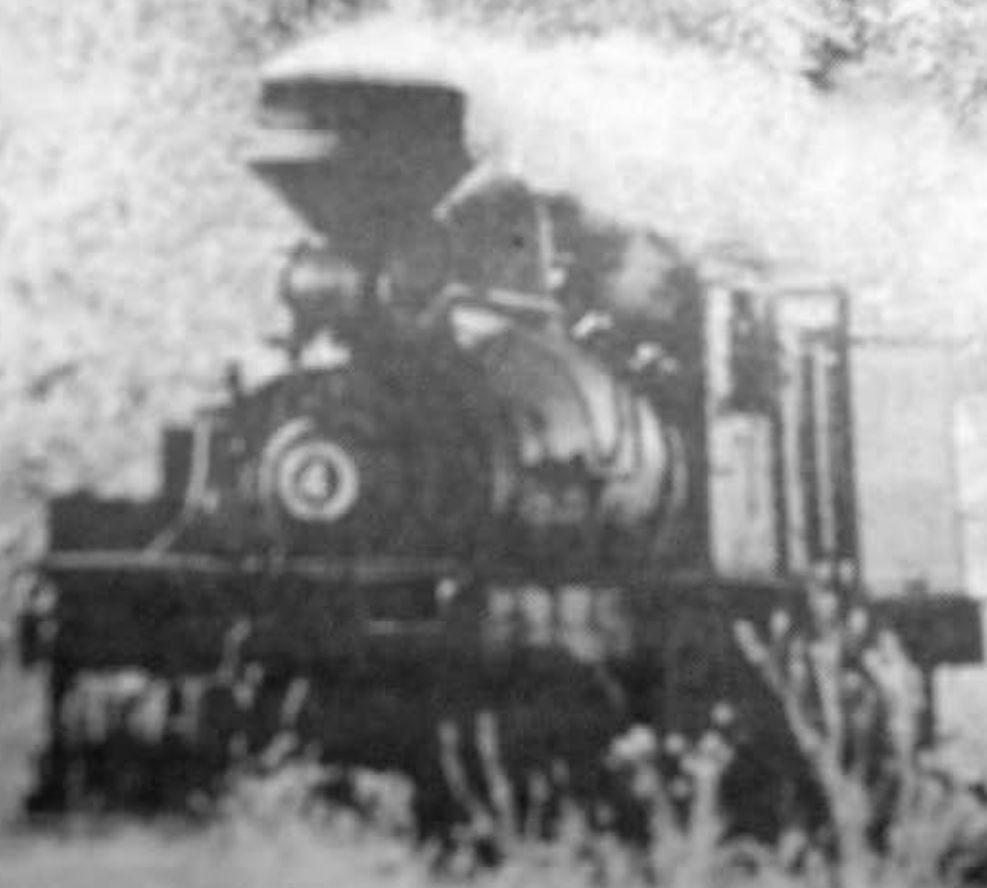
Passenger depot and a 4-4-0 (A Class) passenger engine.



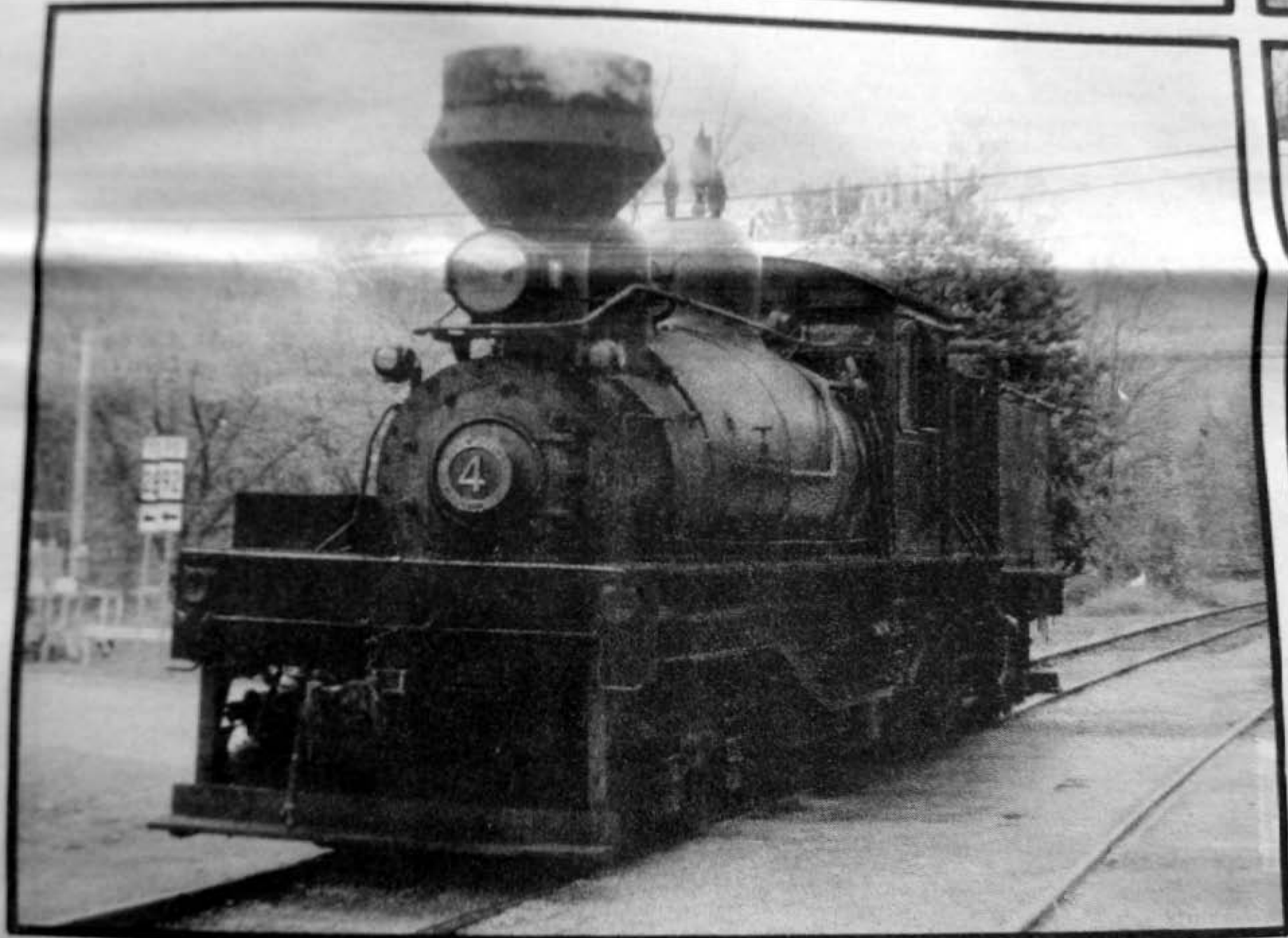
Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.



Original Case depot and mill yard.



Engine No. 6 approaching the Glen Rose grade near Oak, West Virginia with a background of brilliant fall colors. The Glen Rose No. 6 was formerly a logging railroad.



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Bertow depot and a 4-4-0 (A Class) passenger engine.

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The Western Maryland Railroad Bridge at Bergoo has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Water tank in the lower end of the Cass Scenic Railroad yards are where the steam engine takes water before departing to Whittaker Station and Bald Knob.

Engine No. 4 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.



The Western Maryland Railroad Bridge at Bengon has survived two major floods in less than forty years. Just up the tracks many locomotives used to shift the cars in the yards.



Engine No. 8 approaches the Gum Field picnic area near Cass, West Virginia with a background of brilliant fall colors. The Cass Scenic RR was formerly a logging railroad.

Paul G. Thayer

Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and they were frozen to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blew the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Donnegan hollow to Richwood, Williams and Gauley Rivers, Grafton

and Cumberland, Maryland; there is little trackage in the scope of the B&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley. We came upon a broken rail and we derailed 18 hoppers of coal. Everybody remembers the bridge

fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 foot long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hot steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

Mr. Thayer married a railroad woman. His Charlotte Thayer, was a clerk and telegraph operator in Grafton before they moved to Cowen.

Mr. Thayer was born to be a railroad engineer. He has many good pictures of engines and wrecks and can talk for hours about his lifetime railroad experience. He is a living, walking legend on B&O Railroad history. A member of the Cowen Railroad Hall of Fame, Mr. Thayer is a man that all Webster Countians and West Virginians should be proud of.



Paul G. Thayer

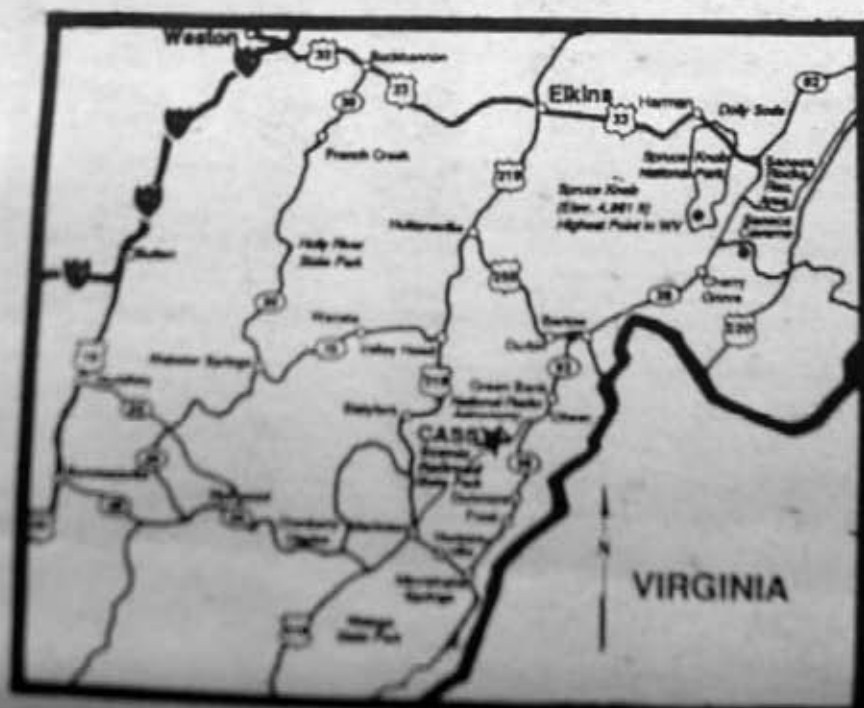
Paul G. Thayer, a 90 lb. railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to

ever pull the throttle and blow the whistle for the B&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine #3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the morning, at 7:30 and 15 minutes late for the run to Buckhannon. He got the train on the morning Alexandra and conductor came up to Thayer in the cab of engine (3113) and said Mr. Thayer, "You are running a freight train are thirty minutes late." Mr. Thayer said to the fireman, "We will pull Buckhannon on time." He pulled down the train about 40 miles per hour a mile and a sign said "warning, 10 miles per hour."

He never touched the throttle. He said at the time he thought the engine passenger cars were going into the river. He pulled into Adrian and the conductor gave him another visit and told him to slow it down. They were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months. The conductor never told him again about the schedule. The second time in Pickens, Mr. Thayer went to bed at the Hotel as soon as supper was over. He woke up at 12:00 o'clock to go to Johnny house. The fireman had gone out in the post office. He reached the house and there were no more to the floor. The Johnny house was on the



hayer

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arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr. Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr. Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

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Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his shoes and then went from to the floor. The Johnny house was on the back

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.

Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb. steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has run on about all the trackage from Richwood, Williams and Gauley Rivers, Grafton

and Cumberland, Mar land; there is little track in the scope of the B& Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was original objector to conditions at the Beanery at Cowen. He fi a report on sever occasions about liv conditions, screen do beds and general cot tions. A new air condit ed Beanery was built this writer and his bro were the prime contr ors. We also started Cass Scenic Railroad same year.

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Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Dutch, coming from Camden on Gauley. We came upon a broken rail and we derailed 10 tappers of coal. Everybody remembers the bridge

fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only about 40 feet to the 600 feet long bridge with guerders every 100 feet and over 200 feet down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were split and when the fuel oil hit the hot steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr. Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

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by Sheri

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Asking Politicians To Consider Youth And C.C.C.'s

by Sheriff Given

My political career has been filled with dangles, blunders, and boo-boos. Sometimes we learn from the non-elected, as well as the elected. Dick Benson, the popular air pilot and two-time State Senator has had a stroke and is real sick at the present time. We here in Central West Virginia wish him a speedy recovery. He is the same man that defeated me after the election was over in 1972. In a six-county recount and in Randolph County (Elkins), we opened the Hyde Park voting precinct with 3 cans of ballots and 780 voters, no ballots, no excuses, except Richard Neely and Larrie Bailey had stolen the ballots during noon recess and the County Commissioners, who serve as election commissioners, moved that they accept the count as established by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Judge decision. Mr. Benson was the authorized State Senator who voted and used my State Senate seat for 4 years.

I was elected to the 1st Silver-Haired Legislature

and served as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared ineligible because I would not sign an affidavit that I would not run for public office.

In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an all-time high. Unemployment funds were gone, relief and food orders were almost impossible, Red Cross, churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.

As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25-member committee. I see poverty at the worst with ugly conditions, outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, oversized miner's pants hanging low on the hips, rag tag coats, over faded

checkerboard John Ritchie shirts, etc. Out of this 10-day, 25-member committee investigation came the State Temporary economic program (STEP) \$1.00 an hour state park work's program, the welfare seed and garden program, and the first \$30,000 for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.

Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30-minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January-February legislative session, 1986.

Perhaps the greatest Joe

politically is simple discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors — the team gets out their cash political funds, and pay on the precinct level — and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.

Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about 15% in WV and 44% for colored youth and 25% for white youths. This state

and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \$100 each and bolts, nuts, washers and screwdrivers for \$40 each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at 8% interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social

security, veteran's benefits, labor contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They have said amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never pay.

The great 100-year flood of November 4 and 5, in history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid-off coal miners. If the government and politicians

Continued On Page 12



Mike Ross Gas and Oil Coalton



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If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.

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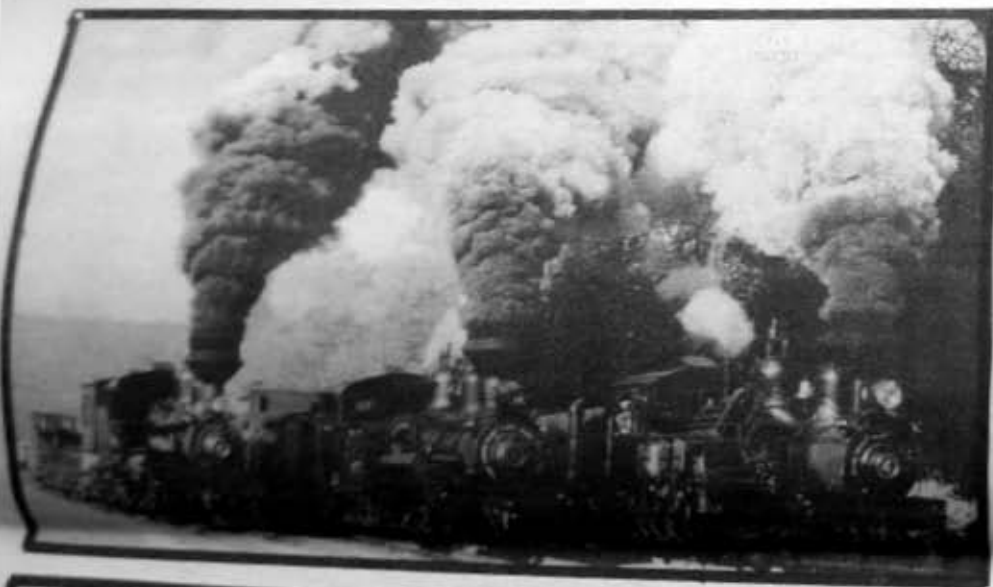
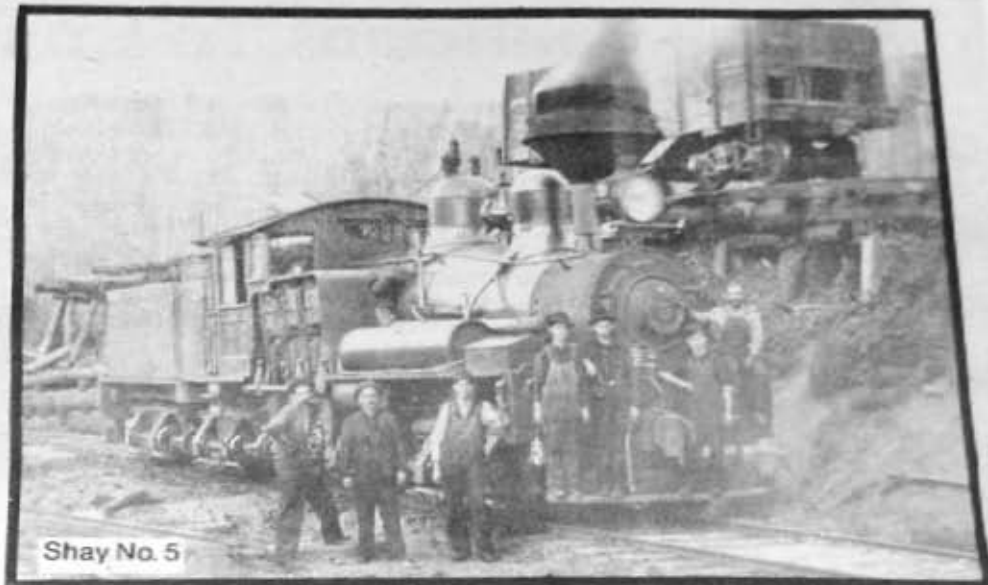
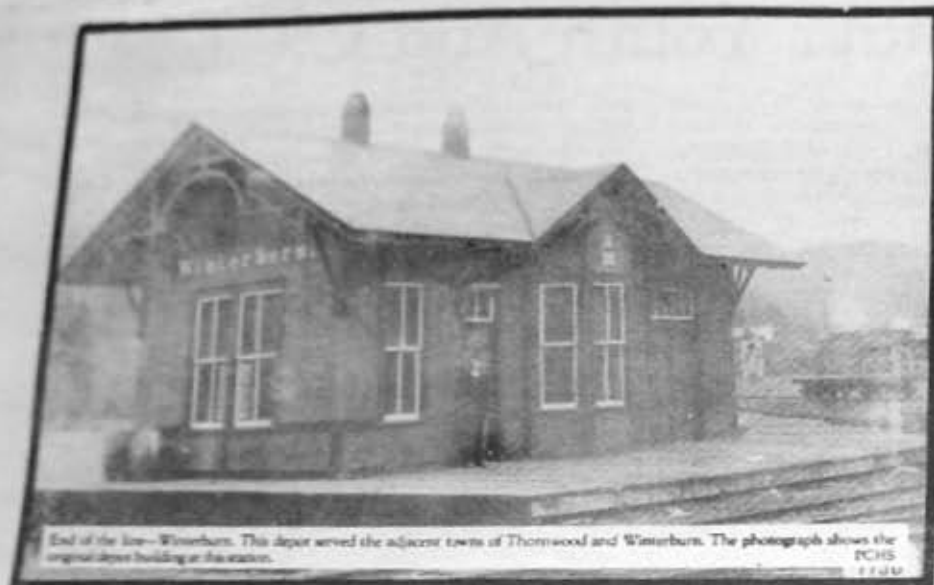
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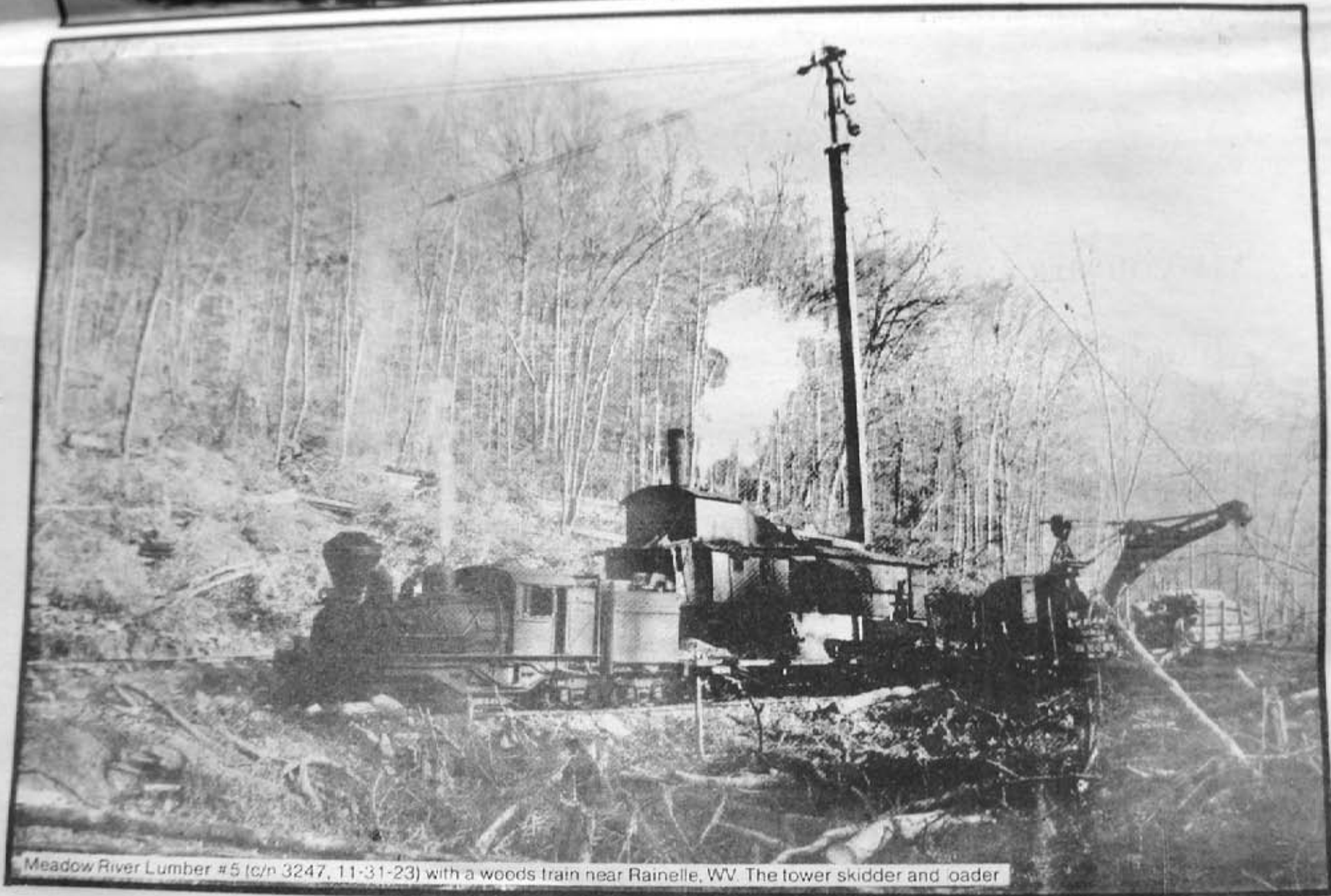


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Meadow River Lumber #5 (c/n 3247, 11-31-23) with a woods train near Rainelle, WV. The tower skidder and loader



End of the line - Westport. This depot served the adjacent towns of Thacker and Westport. The photograph shows the original depot looking at the station.



Shay No. 5



SHAY ENGINE, Number A on Cass Station, Cass Scenic Railroad, Cass, West Virginia



Meadow River Lumber #5 (1911-1923) with a woods train near Rainelle, WV. The tower skidder and loader

Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions taking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine, purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company, Rainelle, WV. Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Number 5 is in operation and No. 1 is being completely overhauled and will be ready for service by June of 1967. Shay No. 1 was the last engine to Bald Knob in 1961 with Wally Barron and other state officials aboard during the process and buying of the Cass Forest by the State of West Virginia.

Sitting on the store porch, one hears wild tales of Thorne Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how

many thousand feet of lumber was sawed in 24 hours (242 M feet). They all remember certain railroad wrecks and snow storms and about all of them have been in the town of Spruce in its heyday, population 500 in 1914, boarding house, post office, school and Dr. Coffey and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 times in one day.

As you know, Mower Lumber Company had their own shop (still in operation) and made all their own parts out of stock steel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

Shay engines Nos. 12 and 13 (150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C&O from Ronservet to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake.

Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snowstorms, and tall tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Uppergrade and other parts of the country were sidelined in Webster Springs from 2 to

5 days. The time was December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at 6 a.m.

December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three

days it was up to the windows on the second floor of the boarding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bottom of the barrel for food. I lasted for a full week and they all made it out in fine shape. From the talk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore in talk with a Mr. Liliac, vice president of the Western

Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest tourist attraction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Spruce, through the scenic wonderland from Bergamo to Slaty Fork, to Spruce. We were honored to have Mr. Uterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crisp, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

Pocahontas County

WELCOMES

YOU!



Pardee-Curtin Lumber

Continued From Page 6 about anything that you could ask for. The warehouse in Bergamo was equal to a large wholesale house. Potatoes and many food items were brought in carload lots.

The Pardee Curtin Store had many good store managers under Mr. Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergamo; George Barnett of Camden on Gauley, Bergamo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

It is this writer's opinion that Curtin was an excellent company. It is also this writer's opinion that every ton of coal and every board of lumber that left Webster County should have been taxed by the ton and board feet. The population at Bergamo, No. 4, and Barron and Parcoal were good people, who worked hard for a livelihood. It is a shame they had to leave the state of West

Virginia for employment. We are thankful for all the good football players furnished to Webster Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arbogast, Ricky and Larry Cutlip, Joe and Phil Harris, Brack Davis, Ed Fincham, Duck Lipscomb, Clyde and Durward Leukart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville.

We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crisp, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health and success.

P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.

WORTHY'S GENERAL STORE

Cleveland, W. Va.
Phone 493-6414

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BAIT • ALL LICENSES
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OPEN 7 DAYS A WEEK

Webster Springs, Buckhannon Pike

Coldest And Highest

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Sitting on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how

of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

Pardee-Curtin Lumber

Continued From Page 6
about anything that you could ask for. The warehouse in Bergoo was equal to a large wholesale house. Potatoes and many food items were bought in carload lots.

The Pardee Curtin Store had many good store managers under Mr. Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergoo; George Barnett of Camden on Gauley, Bergoo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

It is this writer's opinion that Curtin was an excellent company. It is also this writer's opinion that every ton of coal and every board of lumber that left Webster County should have been taxed by the ton and board feet. The population at Bergoo, No. 4, and Barton and Parcoal were good people, who worked hard for a livelihood. It is a shame they had to leave the state of West

Virginia for employment. We are thankful for all the good football players furnished to Webster Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arbogast, Ricky and Larry Cutlip, Joe and Phil Harris, Brack Davis, Ed Fincham, Duck Lipscomb, Clyde and Durward Leuikart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville.

We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years, and present day employees, many years of good health and success.

P.S. Put a copy of this story in the attic or under the bed, and forget all the mistakes. I write once a week and perfection is a bad word to me.

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Shay engines No. 12 and 13 (150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C&O from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake,

Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Sixty Fork and Elkins. The steam Mallory of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for

days it was up to the windows on the second floor of the boarding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14, and was stuck with 20, men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the talk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.

A Trip

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Pocahontas County

WELCOMES

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Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland

Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snow-storms, and tall tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Uppergrade and other parts of the country were sidelined in Webster Springs from 2 to

5 days. The time was December 7, 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at 6 a.m.

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Pocahontas County

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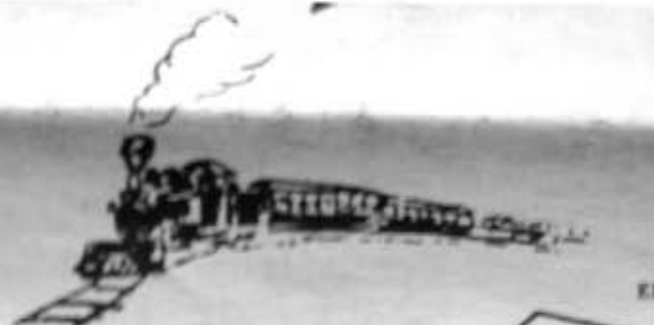
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December 7, 1944 and
snowed 36 inches by 11:30
a.m. It kept on snowing for
a week and they kept
keeping records. In three



A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr. Liliac, vice president of the Western Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Western Maryland, and the C&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest tourist attraction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little encouragement, however, he did listen to my story, and agreed to let us take a look first hand. We were granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly

Continued On Page 8

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Continued On Page 8

Pocahontas County

WELCOMES

YOU!



Cleveland, W. Va.
Phone 493-6414

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The South Branch Valley Of West Virginia

August 14, 1963

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Valley is one of the great
farming regions of West
Virginia. The poultry
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A Trip To Bald Knob

Continued From Page 7 recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Virginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbandd railroad of the Mowery Lumber Company to old Spruce, and the 8 miles through the

This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the #7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.



The So

August 14, 19

During the launching and contracting business period of years have the memory elephant, the job, and the dream with hopes that

first full time job. Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking, conscientious, railroad man, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for scenic views that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers.

The Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the 4 miles through the wilderness and hunters paradise to Bald Knob.

The train loaded with tourists, belching smoke through the tall spruce, amid a stack of clicking cameras, emerged under the Rock Spectacular and Bald Knob sign hanging to the locust trees some twenty feet in the air (put there one Saturday evening by "Sheriff" Given and brother, R.K. Given and Pat Elwick). This entrance to Cass and Bald Knob was a dream of beauty by some young architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

We all have certain day we will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.

You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from Webster Springs to Bald Knob and from Elkins to Bald Knob. We have to do something in Webster Springs besides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No one man can do anything without the help of the people...I ask your help!

Sincerely,
D.P. "Sheriff" Given

Asking Politicians To

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Sincerely,
D.P. "Sheriff" Given

Asking Politicians To Consider Youth-CCC's

Continued From Page 9
are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of WV. However, it is not clear that the federal government is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCC's and NYA in the 30's. This is what we need and should have.

This year, 1985, has seen Sheriff Given attending CCC reunions, talking, writing, begging for the CCC's and unemployed

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock — WV Hillbilly).

A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and citizen has strived to match words and sentences

to put the politician in the mood to consider my theme of CCC's floods, and WV unemployment.

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The South Branch Valley Of West Virginia

August 14, 1963

During the process of launching and running a contracting business over a period of years, one must have the memory of an elephant, the courage of Job, and the desire to dream with imaginary hopes that he can eventually accomplish something for the well-being of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars—probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca—I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the

less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.



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(Webster County Memorial Hospital), I was requested to recruit some planters from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breeze that told me I had been missing something in all the years I had been traveling through West Virginia. I traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclusions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. I visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking lot, I then realized that Blackwater Falls was enjoyed by people from the United States. I only spotted two cars with West

during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago—those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the Tri-County Fair (Hardy, Grant, and Pendleton) is held annually and is more or

the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.

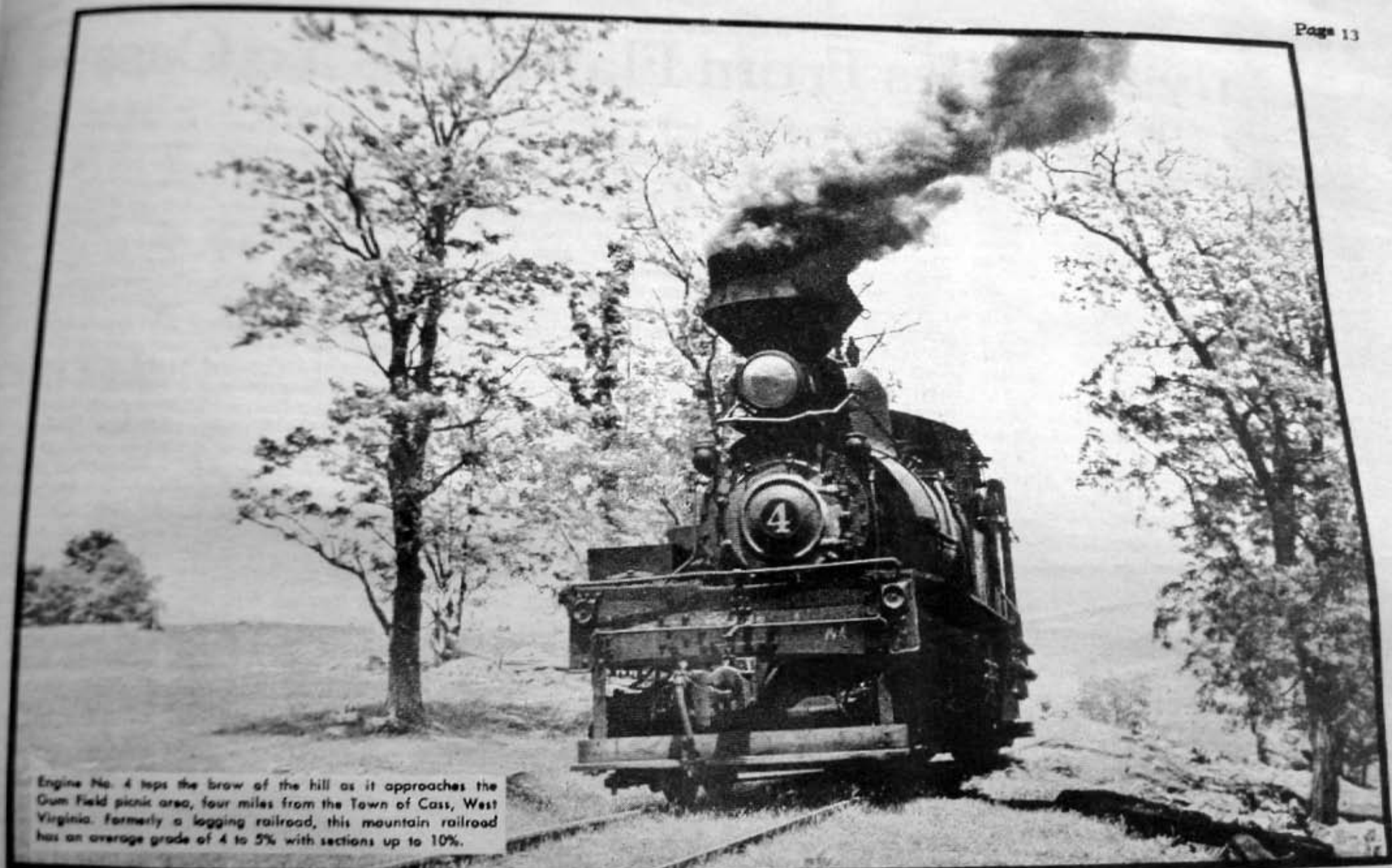


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South Branch Valley Of West Virginia



Engine No. 4 tops the brow of the hill as it approaches the Gum Field picnic area, four miles from the Town of Cass, West Virginia. Formerly a logging railroad, this mountain railroad has an average grade of 4 to 5% with sections up to 10%.

What A Ride!

Weather Service ... Six months of hard ... Airy, three miles to Slaty ... ready for our ...

What A Ride!

May 4, for the tailend of a history making train ride with a 100 ton Heisler #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return trip from Slaty Fork by way of Cheat Junction to Durbin and the interchange to the Chesapeake and Ohio Railroad and our final destination—Cass, with their famous switchbacks and 12½ miles of steep grades and unequalled cool summertime weather, caves and outstanding

scenery. We had just completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell—a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organized for the big day when we could say, "Welcome aboard the 'Salt Sulphur Special'."

(course selected because of our famous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine—people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's state-wide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its

people. Six months of hard work was made into reality. I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler #6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday. By the time I passed the #4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the left-hand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood timber and his white tail vanished. I continued up Elk across the Pocahontas County line and headed across Mt.

Airy, three miles to Slaty Fork. At the top of Mt. Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler #6, snorting, smoking, and steaming. They are shifting to the main tracks, getting

ready for our homeward journey. They headed for "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass. We leave Slaty Fork at 9:35 a.m. with 200 lbs. of steam with whistles blowing everything to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.



An old logging train and its picturesque route are now one of West Virginia's most popular attractions, carrying tourists and sightseers to lovely picnic areas high in the mountains. This view was taken on the switch backs enroute to Bald Mountain.

...miles from the town of Cass, West Virginia. Formerly a logging railroad, this mountain railroad has an average grade of 4 to 5% with sections up to 10%.

I leave Webster Springs May 4, for the tailend of a history making train ride with a 100 ton Heislner #6 engine borrowed from the Natural Resources Department and the Cass Scenic Railroad on our maiden runs of the Webster-Randolph Scenic Railroad. We are now on the return trip from Slaty Fork by way of Cheat Junction to Durbin and the interchange to the Chesapeake and Ohio Railroad and our final destination—Cass, with their famous switchbacks and 12½ miles of steep grades and unequalled cool summertime weather, caves and outstanding

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—Only 86 Miles From Flatwoods To Cass—

Continued From Page 1
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If you are interested in antiques, stop at Tommy Dobbins' Auction House. They gather every Saturday

night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4-H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-

y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful maroon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with benches, a beautiful well-kept cemetery amid an oak grove, a great setting for a country church. You journey on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and a great step on the WV Midland Railroad narrow

gauge passenger train, also B&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950—home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the 1½ miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, where people from all over the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place

to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite, Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erected by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superintendent. You are now 26 miles on your way to the 86-mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than 10,000; city population 939; Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross

the Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Webster Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee & Curtin Lumber Company headquarters, then beyond a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville, Gateway to Pickens, and



At Cass you can take a ride behind a very rare engine, a reeler. It is a steam engine geared like the Shay, except it has two cylinders instead of the three the Shay has. The reeler is used for trips to Whittaker Station and for special runs.

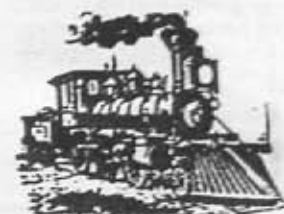
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Helvetia, where Dr.
Cunningham, treated a lost
cause for leprosy, and The
Fun Place, a new ski facility
for Webster County.

You are now in
Continued On Page 15



Grafton



First diesel to pull coal from Webster Springs to Elkins.

—Only 86 Miles F

Continued From Page 1
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It is now underwater and
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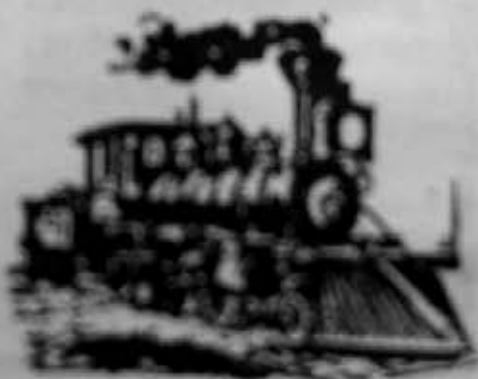
Former Railway
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You are now in
Continued On Page 15



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Only 86 Miles To Cass

Continued From Page 14
Randolph County, population 28,734 and square miles 1,046.34, home of Guy Kump, great governor of 1935 and Wally Barron, 1960. How many great historical points is known nationally for the yearly state Forest Festival held yearly, the first week in October when Jack Frost has turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, 1/4 mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-

room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1 1/2 miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.



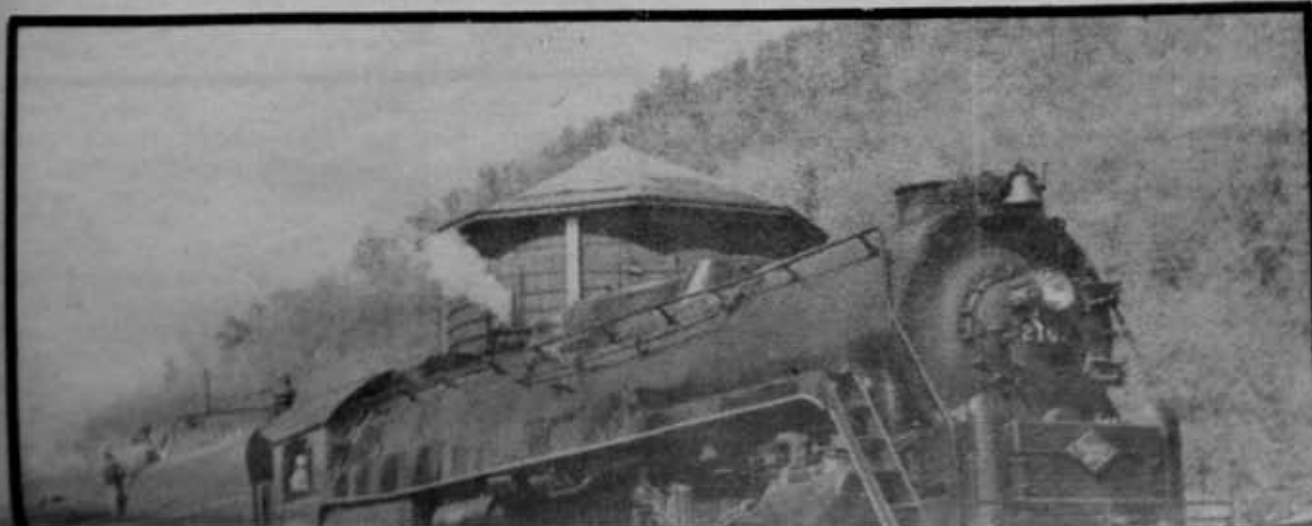
The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from



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You come to Valley Head, you turn south on 219 and Scenic Highway #55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, ¼ mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152-

room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary 1½ miles to Cass. You have now completed the 86 miles from I-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.





The Country Store

219 and scenic highway
#95, one-half mile, you
pass the Valley Head

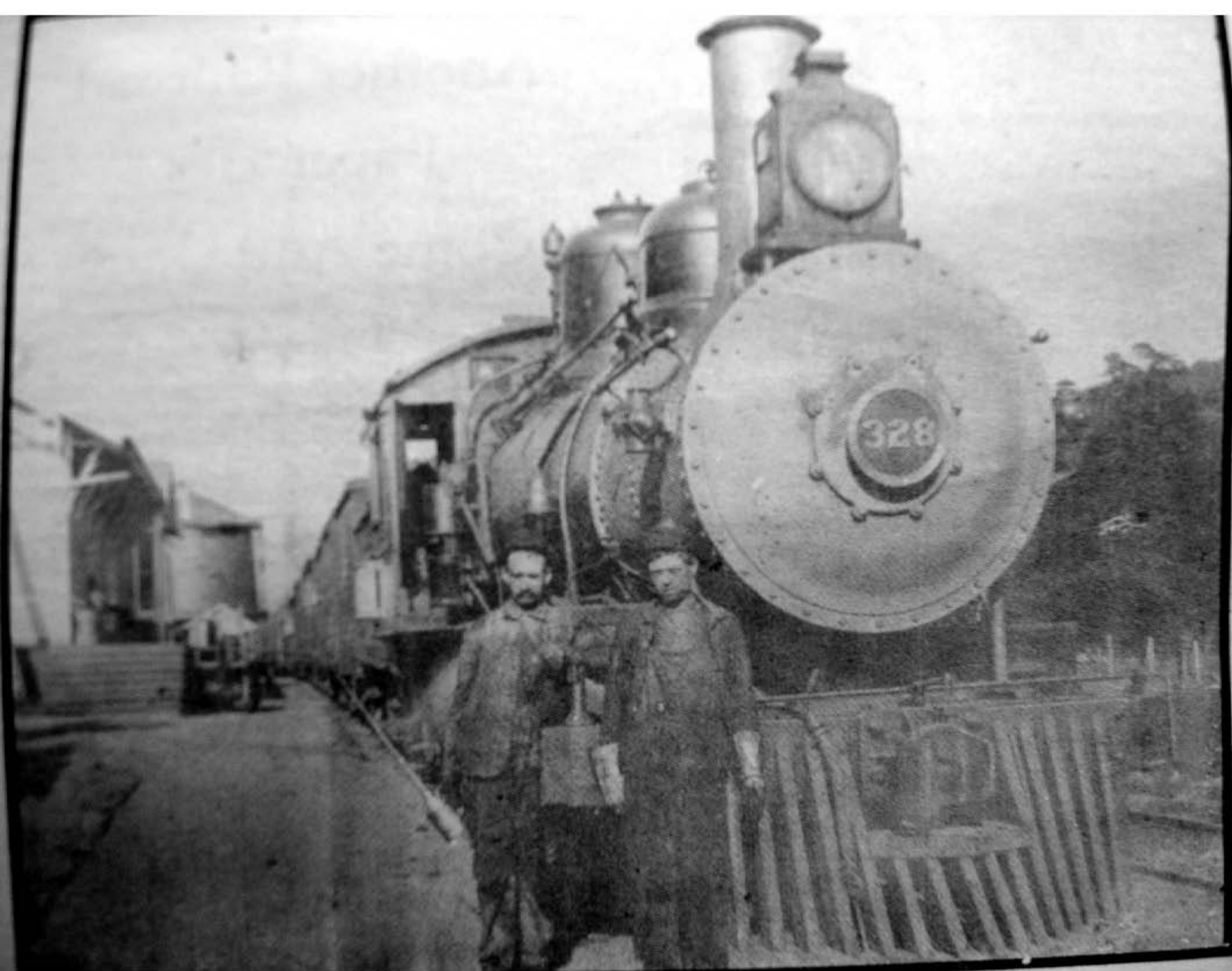
10-12 horses in a field
which belongs to the 152-

information appears in this
paper.



Former Reading Railroad 4-8-4 locomotive No. 2102. In the summer and fall of 1971 this engine powered a series of excursion trains from Roncoverte to Durbin. This photo was taken at the Marlinton water tank.

Marshall Booker



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The Country Store And Loafers Gawk!

December 29, 1965

January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time I helped butcher, someone asked me if I had any essence (something that made coffee strong, about the size of a can of snuff, 3 for 10 cents) left from my father's general store. We had about anything you asked for, from horseshoes to salt fish and fresh spareribs. I really enjoyed the farmers. I knew which one used Dutchman, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

It was pleasant to serve the farmer—to take his eggs, greens, cabbage—you bargained and bartered and the farmer got what he

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio—much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still—we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Charleston to Portland, Oregon in six hours. This country is on the move and that's as it should be.

The modern store today—you stand in line, grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head got cold during winter.

Women wear sharp-
pointed shoes

fish and from sparrows. I really enjoyed the farmers. I knew which one used Beech-nut, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used or what kind.

It was pleasant to serve the farmer—to take his eggs, ginseng, Mayapple—you bargained and bartered and the farmer got what he wanted in the exact amount. Working in the store during high school on Saturdays was a pleasure. They always asked me about football and why I played such a silly game. The women came by horseback with a sidesaddle. I always put the groceries on the sidesaddle and helped the women get aboard, usually twisting the horse's tail to make sure they got a good start, never dreaming that someday

grab a cart, whizbang around in a maze of groceries, filling your cart as you go—everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig—my bald head gets cold during winter.

Women wear sharp-pointed high-heeled shoes which are certainly not built for comfort—looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dresses up a notch and it's the style to show the kneecap. This doesn't make the women more attractive—it simply makes the street corner loafer gawk!



From Sheriff Given
15091448. U.S. 9th Air Force
European Theater 386 Bst, Sp.,
57th Sq., England, France, Germany
In, Dec 1941 to Nov, 1946
Sally Wakes Dawn, Webster
Springs, W. Va. Printed June
20, 1989. W. Va.'s 126
Birthday.

Why don't

Scenic Rail
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SMOONS
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This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"

Given, this writer being on my mother's lap. The others are my brothers and sisters.

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James R. Morau
'88

Another Railroad Paper Has Come And Gone

Another all-time railroad souvenir of class distinction has been printed and in circulation. Press time has come and gone, what is said is said, and what is done is done. In this the closing of a historical railroad lumber company is dedicated to railroad buffs and West Virginia history.

The stories and history I have written will not be approved by all of you. If they bring pleasure or some interest, I feel the time and effort well done. For approval, disapproval, my address is D.P. Sheriff Given, Webster Springs, WV 26288. Remember a \$15 donation will bring you a dozen copies of this paper by return mail. My

phone number is 847-5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has said something that you will like and cherish. If so, let me know. Please put this copy in your own library, Bible, or attic. It could be useful in the years ahead.

Thanks,
Sheriff Given

lap. The

Birthdays.



Another Railroad Paper Has Come And Gone

Another all-time rail- phone number is 847-



A remnant of East Cass – once a wild and woolly 'loggers' entertainment zone' – remained until the 1985 flood. This 1976 view of the business district was taken from the west end of the bridge looking towards the original 90-degree curve.



The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodchick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Eille's Place' – this structure – faced the bridge at the 90-degree turn.

Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history' is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous town walk presentations.

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Cass: A Work-in-progress



Above: Main Street 1974; walkways gone, fences going. Below: Back Rows in 1968 with boardwalks still intact.



When the mill closed in 1960, the town property – as well as the plant itself – fell into the hands of an off-shoot organization, Don Mower Lumber Co., which continued to rent company houses until 1977. It has taken years to reach the current level of renovation . . . and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark: The Cass Saga; Roy B. Clarkson, McClain Publishing Co., Parsons; 2nd printing, 1994

Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992

Sawdust In Yours Eyes; W.E. Blackhurst (a novel), McClain Publishing Co., Parsons; 5th printing, 1993

Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.

In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspects of life to the town's population (which during the peak years of lumbering, 1906-1920, was almost 1,800).

The Cass saga began in April 1899 when John G. Luke, a principal of The West Virginia Pulp & Paper Co., bought 136 acres of bottom land from local farmer Jacob Gum. Two years later, this property was conveyed to a start-up venture – The West Virginia Spruce Lumber Co. – for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp & Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a 'lock, stock and barrel' deal for the mill, railroad and land holdings.

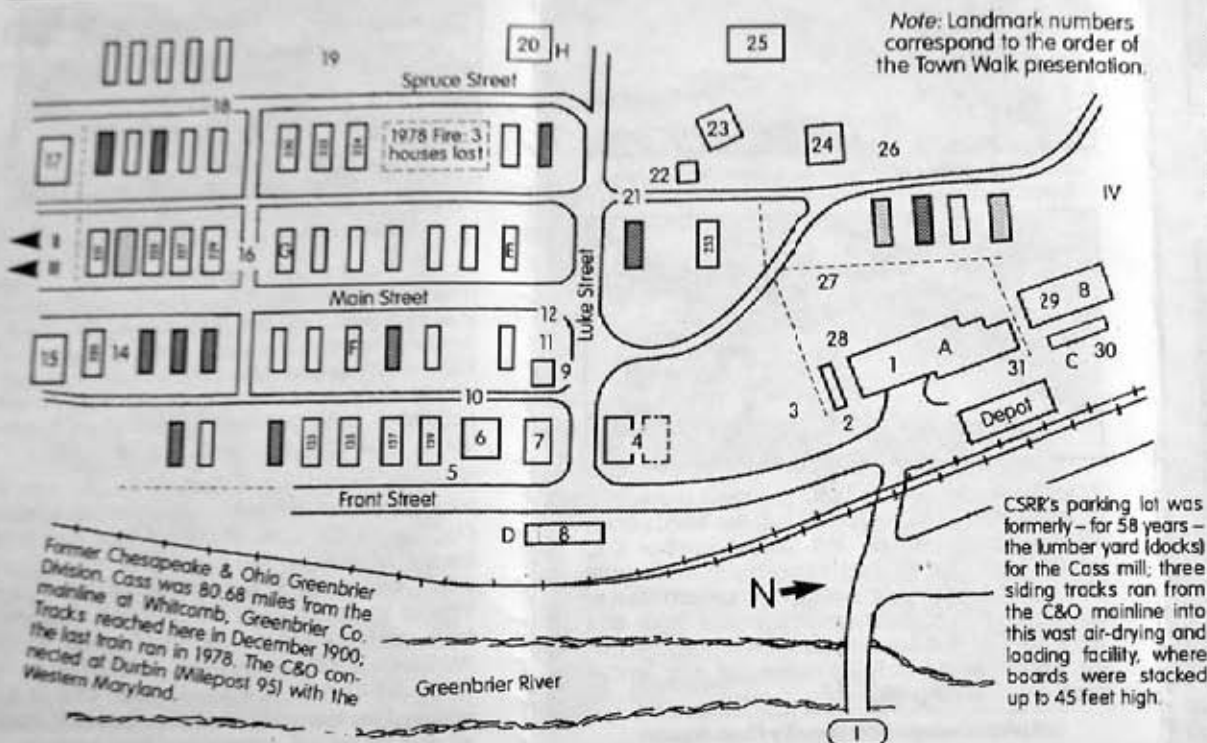
Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsylvanian, Joseph K. Cass, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many years as vice-president of WVP&PCo.

Cass Scenic Railroad State Park Cass, West Virginia

Version 2.1, 9-96

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Explore an old lumber mill town built between 1901 and 1908



The 'Big Store' plus specialty shops, 'Museum Row' and more . . .

- A. Former Company Store Complex
- Cass County Store (State Park Gift Shop),
- The Last Run Restaurant, Pocahontas County
- Tourism Commission Info Stand, Cass Wildlife
- Museum, Cass Historical Museum
- B. Cass Showcase
- C. Country Craft Junction
- D. Lefty's Barber Shop
- E. Something Special, Ltd.
- F. Bear Essentials Tea & Spice Shoppe
- G. Westvaco Forestry House Exhibit
- H. Shay Inn Bed & Breakfast

State Park Lodging

There are currently 13 houses - 12 in Uptown and one in the old company's management section - rented as park cottages for overnight and extended stays. (Numbered boxes)

Unrestored Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroad & Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

1. Pocahontas Supply Company
 2. S.B. Nethkin Co. Meat Market (now Post Office)
 3. Original company office building site
 4. Cass Hotel / Mountain Inn / Town Shop
 5. Front Row (no street until 1925-26)
 6. First church (now Community Center)
 7. Masonic Building
 8. Latter-era company garage
 9. City Council Chamber & Mayor's Office (top floor); overnight lockup (basement)
 10. Lower Alley (missing many structures)
 11. The Pen ('milking cow jail')
 12. Company garage site
 13. 'Uptown Cass' - Luke Street to south end of Company Property (just right of #15 on map); 'labor force' family residences
 14. Site of first schoolhouse (1901-1908)
 15. Odd Fellow's Lodge Hall and '5&10' Kanes Grocery Store / now storage
 16. Emory Street: Named for Emory P. Shaffer, the Big Boss 1900-1933
 17. Methodist Episcopal South Church (1927)
 18. Spruce Street - 'The Back Rows'
 19. Site of second schoolhouse (1908-1915)
 20. General Manager's residence, 1933-1960
 21. Ascent of Big Bug Hill
 22. Dr. Uriah Hannah's office, 1913-1943
 23. Doctor's home, 1902-1943
 24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
 25. Luke House / second E.P. Shaffer residence / 'Clubhouse' (1933-1960)
 26. Horse barn stone foundation
 27. 'Aerial walkway' inexact replica
 28. Site of S.B. Nethkin & Co. ice plant
 29. Company hay and grain barn (1919)
 30. Company Store retail coal bins
 31. Retail coal scale shed
- I. East Cass 'logger's entertainment zone' (a.k.a. Brooklyn, Hell's Acre)
- II. 'Big School House' (built 1915-16)
- III. Slab Town company section - dwellings for subsidiary's extract plant, 1914-1925
- IV. Bohunk Hill - once an enclave of Italian, Hungarian and Russian families; of about 17 privately-owned houses, one survives

Cass, West Virginia

Version 3.0, 9-96

Late, great shop (1923-72)



Above: The second Cass shop in 1965 at age 42
Below: Five days after the May 23, 1972 fire



The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutter made Shop No. 2 akin to a beloved old friend.

The major factor in replacing the 1901 shop was West Virginia Pulp & Paper Co.'s ordering of No. 12, a monster Class C Shay (154 tons as built by Lima Locomotive Works). Apparently clearance prohibited access; it was too big to fit inside.

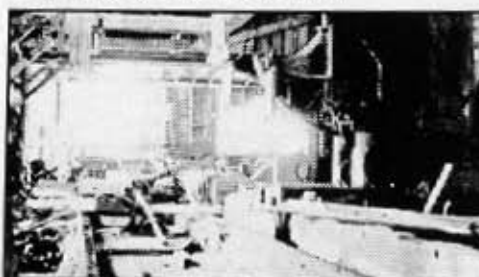
The 1922 blaze which leveled the band saw and planing mills significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25-foot doors to accommodate these steam-powered high-lead logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Maryland used for the 1920 mill boiler house as well as the hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos by Philip Bagdon

Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here; during the 'off season,' road crew personnel - conductors, engineers and firemen - join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 (the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heislner No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top Of The Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power on the yard's dead line.

Please refer to *This Week At Cass* - available in brochure form at the depot ticket office - for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park

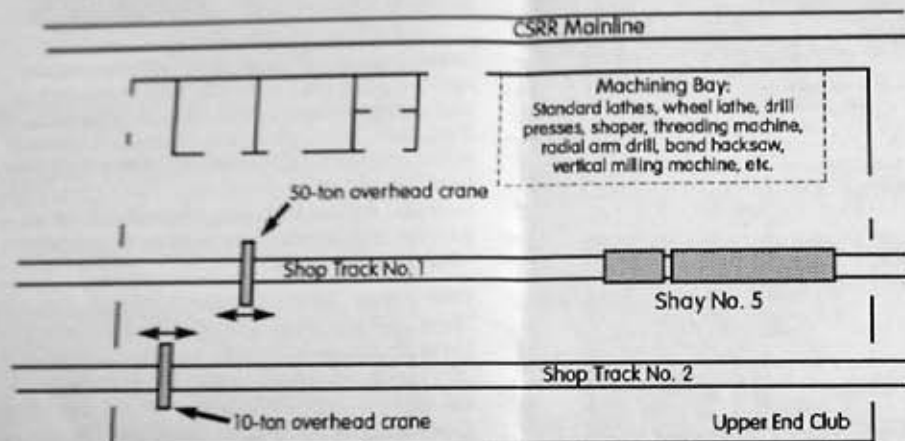
Cass, West Virginia

Version 3.0, 9-98

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Pacific Coast Model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its debut during Railfan Weekend 1972; grates converted for coal burning in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County), No. 5; involved in a runaway wreck which scalded four men to death in 1941; rebuilt, then acquired two years later by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of "Cass No. 12" - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's

Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

Shopped Power

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

The Dead Line

Today's dead line track came into existence in 1973 with extension of the coaling siding. The upper end of the original yard track (now used for parking excursion trains) was Mower Lumber's dead line - where No. 12 (the largest Shay ever to operate upon conversion with added truck and tender length), and No. 13 (ex-G&O 150-ton four-trucker) sat for about 15 years prior to scrapping.

In order from the lower end of the siding are:

Heister No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heister of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa., then spent over 25 years in Greenbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Knob Inaugural Weekend (May 1968); out-of-service since June 1995; needs a new boiler.

Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxley and Mabon); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Cory, Pa., for the Moore-Keppel Co. (Randolph County) and last used to pull coal on the Middle Fork R.R.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this project to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lumber Co. at Cloverlick (Pocahontas County); in 1930, moved to the Raine family's Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year; because of a boiler problem, hasn't run since 1970.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power.

* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Cass Scenic Railroad State Park

For many years as vice-president of WVP&PCA, Cass (1868-1938) went on to serve

On Beyond Leatherback The Cass Saga, Roy B. Clarksen, McClain Publishing Co., Parsons, 2nd printing, 1994
Cass: A Brief History And Guide To A Lumber Company Town, George Deike, Cass, 1989
Turn Of The Mountains: Lumbering In West

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based on personal research, previous town walk presentations.



Photo by Philip Bagdon

The most popular addition to park program offerings, the *Top Of The Morning Tour*, affords a visit to the repair shops and dead line followed by the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, Heisler No. 6 steams — and smokes — it up back in 1971.



1922 view, various collections

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

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Whittaker Camp No. 1

New at Whittaker Station



Winter: Cheat Mountain log camp scene, about 1950



Dinner at a 'portable' Mower Lumber Company camp

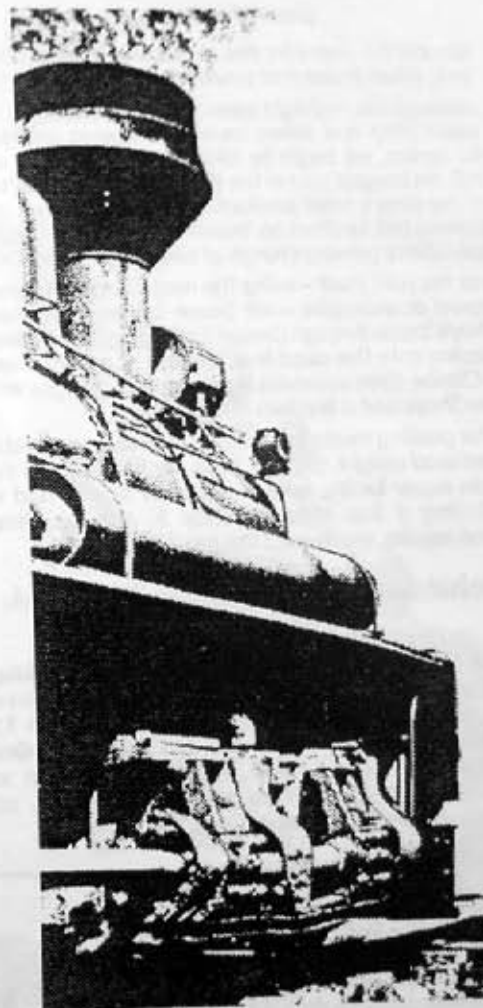
Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR — to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpretive tour is offered of camp cars and shanties, diesel loader, four-wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Where History Comes Alive! This Week At Cass



Free Supplementary Programs
Cass Scenic Railroad State Park
September 23-29, 1996

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Explore an old lumber mill town

Top Of The Morning Tour

8:00 - Fri, Sat, Sun

Meet at the depot for this 75-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet.

Although the highlight elements of this walk are the repair shop and steam locomotives being prepared for service, we begin by taking a look at the lumber mill, an integral part of the bigger picture - once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing pulpwood.

Into the yard itself - using the ready track's in-steam power as examples - we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.

After peeking inside the car shop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to installing a flue sheet in Shay 5. After watching some repairs, we inspect the machining bay.

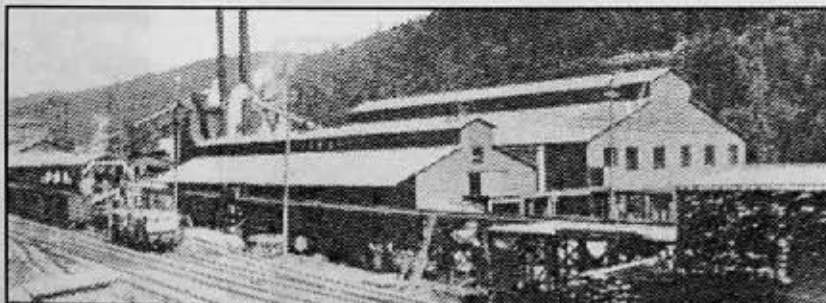
Behind-the-scenes Shop Tour, P.M.

1:50 - Saturday

Meet at the depot for this 55-minute, 1-mile walking tour, which is similar to the morning program (see above), except we watch the 1:00 train pass on its return to Cass, then park. The program concludes with ample time for those riding the 3:00 train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

At the time of this 'company photo' in 1923, the second (replacement) lumber mill complex had just been completed and was running two eleven-hour shifts six days a week.

Both photos on this page from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike



Cass Town Walk

11:15 - Saturday

1:15* - Fri, Sun • 2:15* - Sun

5:10* - Friday

Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago during the boom period.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

6:50 - Saturday (Dinner Train at Whittaker Station)

On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new rail-logging display at Whittaker Station. To close out the Dinner Train season - and celebrate the rousing success of Whittaker Camp No. 1 (see back panel) - Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.



South end of Uptown: Main Street, 1908

Greenbrier Siding Deadline Stroll

2:50 - Saturday

Meet at the water tower, located up the tracks from the parking lot, for this 30-minute, 1-mile walk - a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake & Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four first-generation diesel locomotives and a steam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice river-bank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

Cass Interpretive Programming

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator.

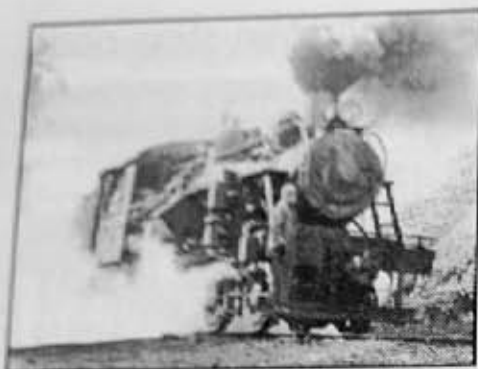


Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams – and smokes – it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

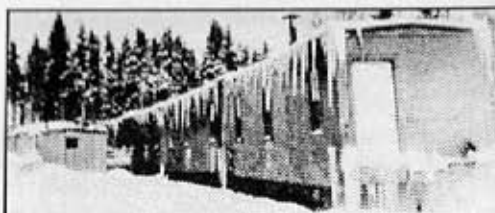
Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No. 1

New at Whittaker Station



George Deke Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

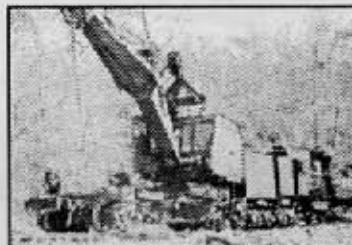


Phil Bagdon Collection, WVU Library

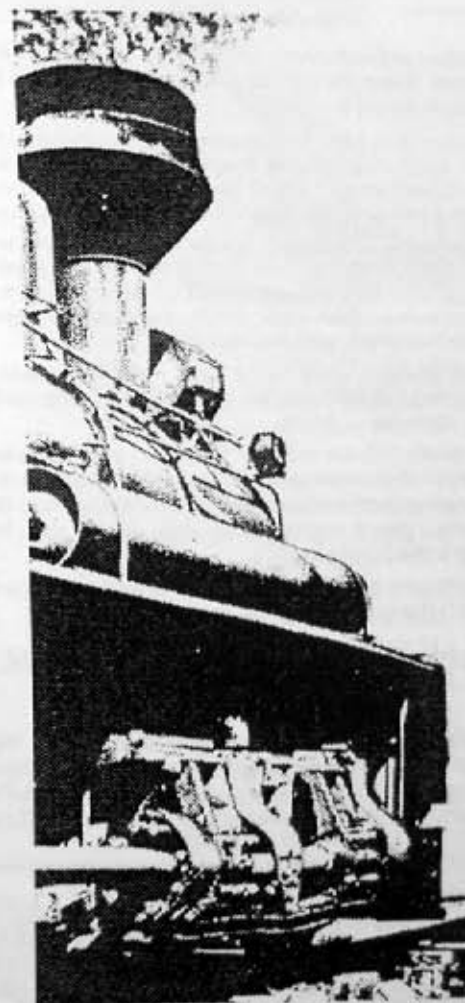
Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR – to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad & Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive! This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
July 29 – August 4, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Get behind the scenes with steam

Top Of The Morning Tour

8:00 daily except Tues, Wed

Meet at the depot for this 70-minute, 1-mile walking tour. Wear shoes that you don't mind getting wet from morning dew.

Learn about the Cass lumber mill, once one of the state's most productive double bandsaw and planing mill facilities as 'second boat' to the logging operation's primary charge of furnishing spruce pulpwood.

Continuing to the yard, we watch Shays being prepared and discuss their fascinating design. Moving on to the dead line, we look at a Heislner and Climax locomotive, then compare these geared engines with two Shays and a rod engine.

After peering inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.

Presently, 162-ton monster Shay, "Big 6" (ex-Western Maryland) is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.

Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.

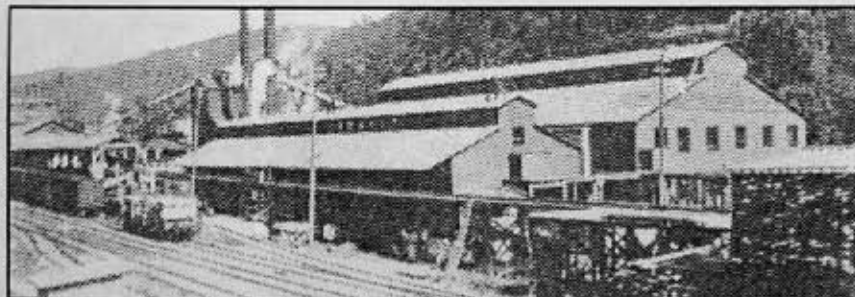
Behind-the-scenes Shop Tour, P.M.

1:45 - Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55-minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

At the time of this 'company photo' in 1923, the second Cass lumber mill (decidedly high-tech for its era) had just been completed and was operating 11 hours daily except Sunday.

This photo and top right from *Logging South Cheat: The History of the Snowshoe Lands* by George Deike



Cass Town Walk

1:10* - Sun, Fri, Sat

3:10* - Saturday

5:05* - Sun, Mon, Thurs, Fri

Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town - built between 1902 and 1908.

Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here 80+ years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going renovation of the former company town.

* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

Log Trains, Woodhicks & More

7:00 p.m. - Friday

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question-and-answer time. Featured guest is Keith Norman, Whittaker Camp No. 1's interpreter. Philip Bagdon opens the program with an overview of the once-immense Cass rail-logging operation.

There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No. 1 display, so join us for the rest of the story.

Explore an old lumber mill town



South end of Uptown: Main Street, 1908

Senior Citizens and Disabled Persons' Van Tour

3:45* - Sunday and Saturday

For those unable to endure a half-mile walk, this 20-minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.

* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

Cass Interpretive Programming

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in 1946 on the head of Shavers Fork.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties – like those above – housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers – such as the filer (who kept the saws and axes sharp) – continued until the mill's closure in June 1960.

References

Further investigation of Cass rail-logging and West Virginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSRR depot:

On Beyond Leatherbark: The Cass Saga
by Roy B. Clarkson; McClain Publishing Co.,
Parsons; 2nd printing, 1994

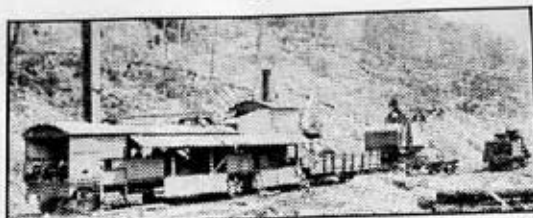
Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993

West Virginia Logging Railroads by Bill Warden;
TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

Aerial Log Skidding

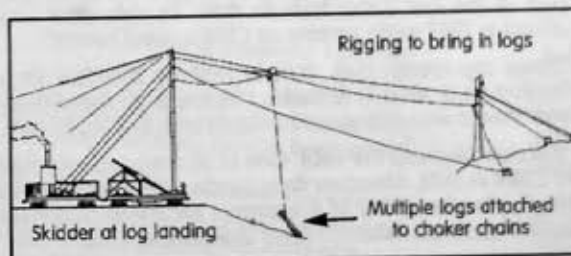


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set north-east of Anjean in June 1956. To the rear is a 'low-side' coal tender and the diesel log loader (now also at Whittaker Camp No. 1) – which is spotted for resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

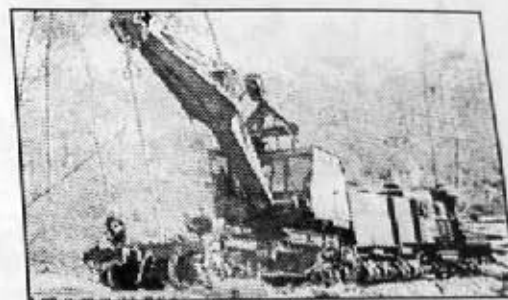
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example – built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader – shown here with the jcb's Shay No. 5 near Anjean, c. 1955 – is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSR&LHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter – the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber – the new general manager – instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

The Cass shop commenced work on the camp sets in late 1944; a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

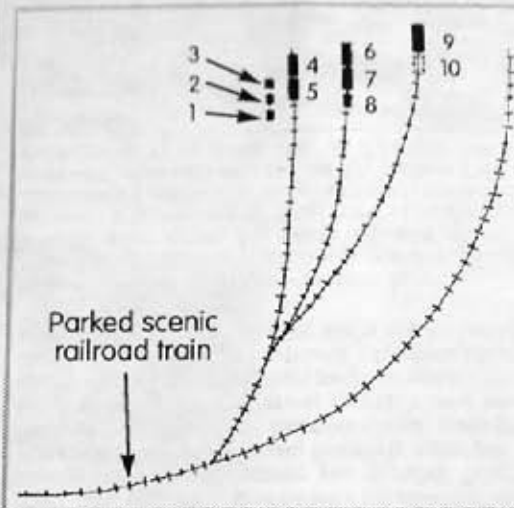
The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.

Phil Bagdon Collection

In brief: The Whittaker Camp No. 1 Display



1. Representative Shanty
2. Filer's Shanty
3. Surveyor/Cruiser's Shanty
4. Kitchen/Dining Car
5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel Log Flatcar
8. Four-wheel Logging Caboose
9. Lidgerwood Skidder
10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which – besides grants and generous private financial support – has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1880s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

The late, great old shop



Photo by Vincent J. Bagdon

Above: The second Cass shop in 1966 at age 43
Below: Days after the fire of May 23, 1972



Photo by Richard M. Sparks

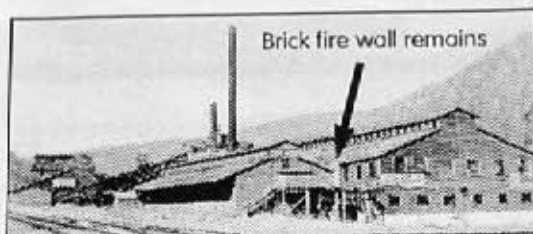
The first shop – built in 1901 – was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.

A major factor in replacing the 1901 shop was West Virginia Pulp & Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works – rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.

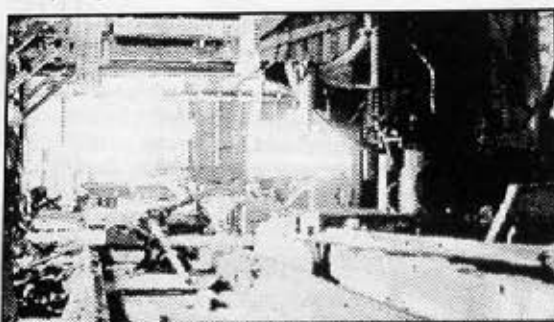
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steam-powered logging devices.

The '50-year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (today's Cass Showcase).

Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.



Both photos on this page: Philip Bagdon

Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.

Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

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Cass Shop & More

Top Of The Morning Tour
Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements for a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.

Throughout the year there is activity here: during the off season, road crew personnel – conductors, engineers and firemen – join the regular shop employees to comprise a 14-man work force.

Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest out-shopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.

Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-to-bottom renovation of ex-Moore Keppel Lumber Co. Climax No. 6.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.

There's more to the *Top of the Morning Tour* and *Behind-the-scenes Shop Tour, P.M.* than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.

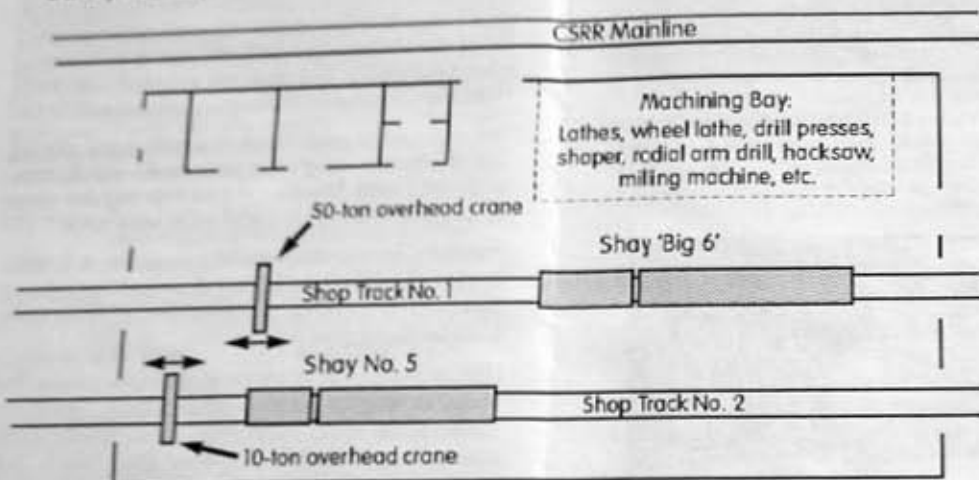
Please refer to *This Week At Cass* (available in brochure form at the depot ticket office) for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!



What's in the Shop

Active Power

Shay No. 2 (c/n 3320, 1928). Lima Pacific Coast model - 96 tons*; superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No. 114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopen in October, No. 4 will serve as the pusher (helper) engine.

Shopped Power

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. 12' - in its original, 154-ton* 3-truck form - were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the

roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September.

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier & Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for parking excursion trains was Mower Lumber Co.'s dead line, where prior to scrapping, No. 12, the largest Shay ever to operate (in 1933 converted to a four-truck - 'Class D' - model weighing 197 tons), and No. 13 (an ex-C&O 150-ton four-trucker) sat for about 15 years.

In order from the lower end of the siding are:

Heisler No. 6 (c/n 1591, 1929). 90 tons*; one of the largest units out-shopped by Heisler of Erie, Pa.; originally served Hog Hollow Lbr. Co. of New Bethlehem, Pa., then spent over 25 years in Greenbrier County working as Meadow River Lbr. Co. No. 6; came to Cass under its own power in 1966 and debuted on the CSRR in May 1968; a boiler that failed inspection places it out-of-service until 1998.

Shay No. 36 (c/n 2804, 1916). 70 tons*; first operated by an Alabama logger, then spent many years in West Virginia - first with Raleigh Lbr. Co. (Glen Morgan), then W.M. Ritter Lbr. Co. (Oxley and Maben); in 1942, moved by Ritter to Tennessee where it later hauled coal as Brimstone R.R. No. 36; came in poor condition to Cass nine years ago; because of its size and age, likely to remain on the dead line for years.

Climax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works of Corry, Pa. for Randolph County's Moore Keppel Lumber Co. as its No. 6 and last used to move coal on the Middle Fork Railroad; came to Cass (1970) in ragged shape and subsequently caught in the shop fire; a boiler found in Canada combines with the shop force's long-running interest in tackling this project combine to makes its future brighter than might be expected; if all goes well, it is expected to be on the road by 1998.

Shay No. 7 (c/n 3131, 1920). 70 tons*; first used by Raine Lbr. Co. at Cloverlick (Pocahontas County), then during an extended period operated by Meadow River Lbr. Co.; came to Cass on its own power in 1964 and entered service the next year; hasn't run since 1972.

Baldwin 2-8-0 Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Virginia until 1971, when it came to Cass; this 'Consolidation' has never run here (until the 1985 flood which ended Cass-Durbin Runs, was considered ideal as the water level route's future power).

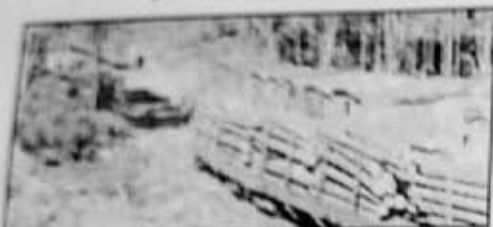
* Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The latter-era camp trains

In brief: The Whittaker Camp No. 1 Display

Camp Shanty Display



Whittaker Camp No. 1's reproductions of skilled workers' shanties provide a glimpse into a bygone era. Here, a group of eight original and long-gone structures sit trackside adjacent to a camp train (top left) in the mid-1940s — possibly on Slide Run.

West Virginia and Regional History Collection
West Virginia University Library

Structures utilized during both eras of Cass-related logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties — like those above — housed skilled workers.

Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers — such as the filer (who kept the saws and axes sharp) — continued until the mill's closure in June 1960.

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West Virginia Logging Railroads by Bill Warden;
TLC Publishing Co., Lynchburg, Va., 1993

Tumult On The Mountains: Lumbering in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992

The Log Train. Mountain State Railroad & Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction,

High-line Aerial Skidding

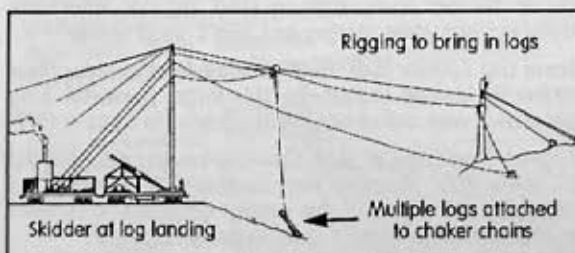


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skidder' to operate in the East. Here, it is working a set north-east of Anjean in June 1956. To the rear is a 'lowside' coal tender and the company's diesel log loader — which is spotted for fuel resupply.

Photo by Wally Johnson, MSR&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.

Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example — built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.



In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From *Logging South Cheat: The History of the Snowshoe Lands* by George Deike

Cass: Where History Comes Alive! Whittaker Camp No. 1



After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader — shown here with the job's Shay No. 5 near Anjean, c. 1955 — is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSR&LHA 1993 Calendar

Whittaker Camp No. 1, new for 1996, complements your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter — the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).

This display offers not only a look at rail-logging equipment, but also relates the routine workday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.

An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad ... Park programs for a different kind of West Virginia state park
A grand heritage in a modern wrapper: The Cass Shops

The Dead Line

The latter-era camp trains



Harsh conditions are exemplified by this scene, c. 1950.
Photo by Bruce Crickard, George Deike Collection

In 1945, after more than 40 years of occupying two-story bunkhouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Lumber Company bought out the Cass operation, Fred Weber - the new general manager - instituted camp trains to cut expenses. Weber came from Meadow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.

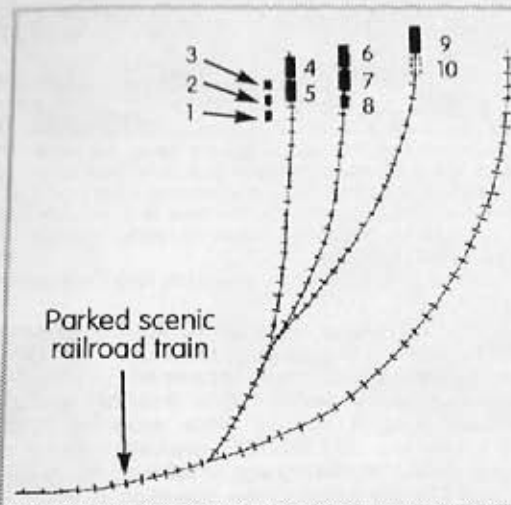
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from former logging flatcars. Mower camp trains consisted of 3-to-4 bunk cars, a lobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.

The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.



Evening mealtime at a Mower camp, c. 1948.
Phil Bogdon Collection

In brief: The Whittaker Camp No. 1 Display



1. Representative Shanty
2. Filer's Shanty
3. Surveyor/Cruiser's Shanty
4. Kitchen/Dining Car
5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel Log Flatcar
8. Four-wheel Logging Caboose
9. Lidgerwood Skidder
10. Future Coal Tender

Whittaker Camp No. 1 is an on-going project which - besides grants and generous private financial support - has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad & Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.

For information about Mountain State Railroad & Logging Historical Assoc., please write P.O. Box 89, Cass, WV 24927.

Rail Equipment Roster

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.

Camp Car No. 419 (5). A former West Virginia Pulp & Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'

Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.

Standard Steel Logging Flatcar (7). This 40-foot flat, used by Elk River Coal & Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal & Lumber companies. Built in the 1830s and believed to be of Coal & Coke or Baltimore & Ohio ancestry, it was donated in 1964.

Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.

Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.

Wood Logging Flatcar. There were over 200 of these 40-foot flats used at Cass by West Virginia Pulp & Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR&LHA volunteers.

A grand heritage in a modern wrapper: The Cass Shops

Safety First is practiced here: You are asked to watch your step and keep tabs on all small children!

The Dead Line

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for



Photo by Philip Bagdon

The latest park program offering is the Top Of The Morning Tour. After visiting the repair shops, visitors have the opportunity to watch trains being prepared. Since 1963, this time of day has been a favorite among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 steams - and smokes - it up back in 1971.



Philip Bagdon Collection

Now in its seventh year, the Cass Town Walk's popularity continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

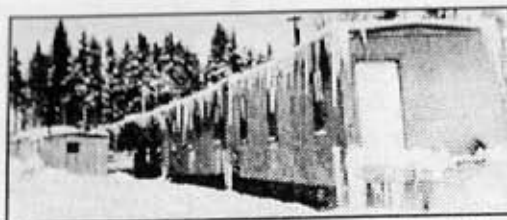
Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs

"It is the policy of the West Virginia Division of Natural Resources to provide its facilities, accommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability. Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facility use or program participation.

The West Virginia Division of Natural Resources is an equal opportunity employer."

Whittaker Camp No.1

New at Whittaker Station



George Deike Collection

Above: Winter Cheat Mountain log camp scene, c. 1950
Below: Dinner at a Mower Lumber Company camp.

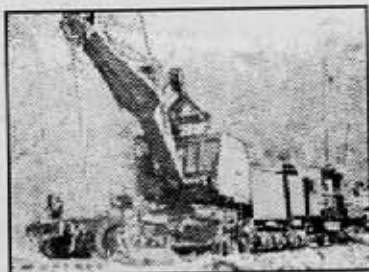


Phil Bagdon Collection, WVU Library

Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20-minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4-wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No.1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.

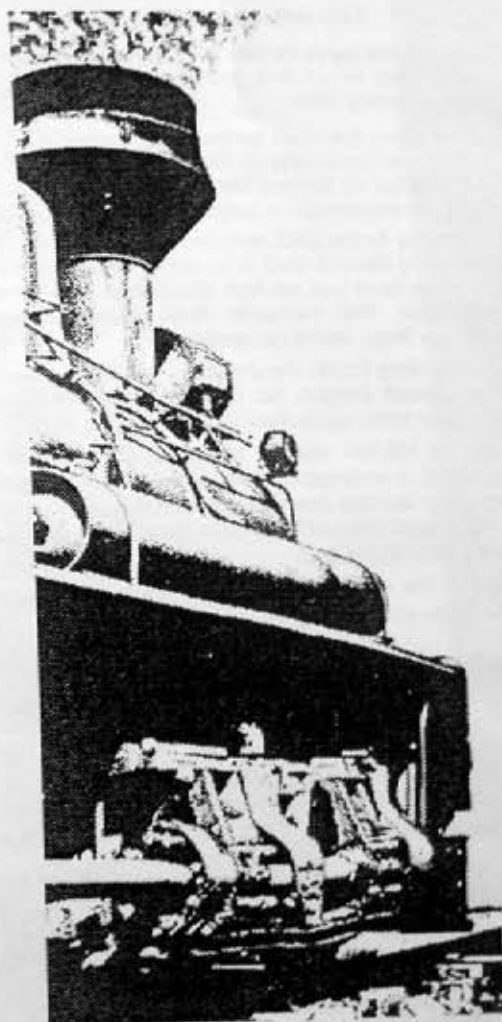
Diesel log loader at work near Anjean, Greenbrier County, in 1955 for the Meadow River Lumber Co.

Photo by Bernard Kern
Courtesy Eric Mundy,
from the MSRLHA
1993 Calendar



Cass: Where History Comes Alive!

This Week At Cass



Free Supplementary Programs
of Cass Scenic Railroad State Park
August 5-11, 1996

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia State Park

The Dead Line

The dead line track came into existence
when siding was extended